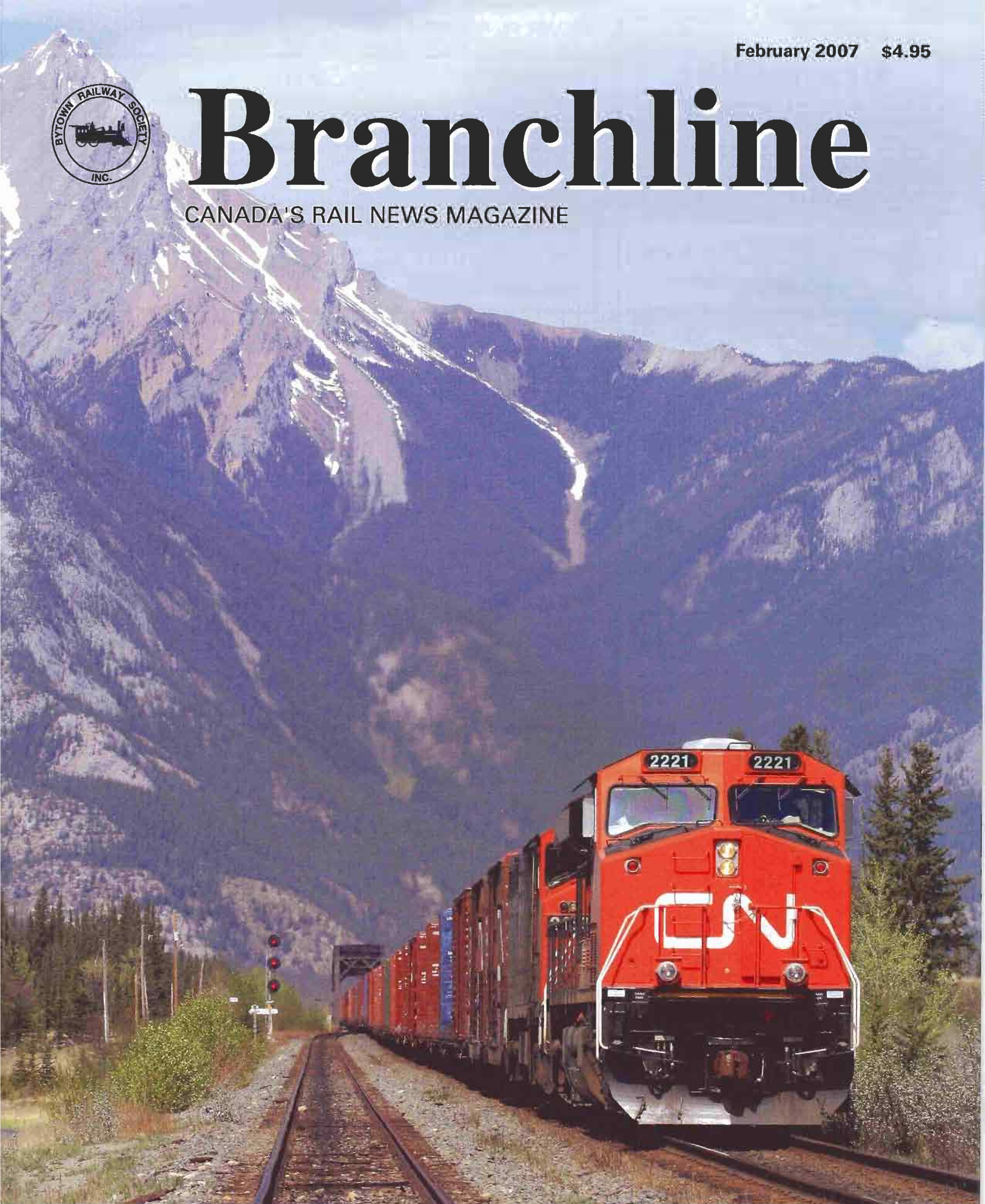


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# Branchline

CANADA'S RAIL NEWS MAGAZINE



End of NS Operations in Ontario • In and Around Winnipeg • Into the Clear by Five Minutes



# Branchline

Published monthly (except July and August combined)  
by Bytown Railway Society  
PO Box 141, Station A, Ottawa, ON K1N 8V1

The Bytown Railway Society Inc. is an all-volunteer, non-profit organization incorporated in 1969 under federal government statute to promote an interest in railways and railway history. The Society operates without federal, provincial, or municipal grants. It owns and operates a number of pieces of historic railway equipment, holds twice-monthly meetings, and arranges excursions and activities of railway interest.

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We will gladly accept articles in WordPerfect, Word or ASCII text file format on an IBM-compatible 3½" disk or CD (please include a printed copy), or via the Internet (see above). All material submitted for publication in **Branchline** is considered gratis.

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The expiry date of your membership appears on your mailing label (eg. 200801 = expiry with the January 2008 issue). Notice of expiry will be mailed prior to mailing the second to last issue.

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For general information about Society activities, meeting details, or should you wish to convey information, kindly call (613) 745-1201 (message machine and FAX), or visit us at: [www.bytownrailwaysociety.ca](http://www.bytownrailwaysociety.ca)

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A **regular meeting** is held on the first Tuesday of each month, except July and August, in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30.

The next regular meeting will be held on **February 20** (not the usual February 6 due a booking conflict). Colin Churcher will give us an illustrated talk on Ottawa Railway Heritage. Refreshments will be available for a small fee. Please see our website [[www.bytownrailwaysociety.ca](http://www.bytownrailwaysociety.ca)] for additional meeting details.

An **informal slide and video night** is held on the third Tuesday of each month, except February, June, July and August, at the Canada Science and Technology Museum. The next informal slide and video night will be **March 20**.

**Equipment Restoration** takes place every Saturday at the rear of the Canada Science and Technology Museum year round. Members are welcome to come out and lend a hand.

**E-Mail Addresses:** Several members receive advance notice of upcoming meetings via e-mail. Kindly keep the Society informed of e-mail address changes at: [l\\_goodwin@cyberus.ca](mailto:l_goodwin@cyberus.ca)

**Archives:** The Society maintains its archives at the Canada Science and Technology Museum. As well, many of the Society's books have been placed in the C. Robert Craig Memorial Library located at the City of Ottawa Archives. Should you have artifacts, books, etc. that you wish to donate to the Society, please contact us.

**Can you spare A ...?** Canadian Tire money is eagerly sought to help defray the Society's restoration expenses. Kindly forward to our address.

**CN Numberboards For Sale:** Ron Leblanc is selling numberboards, mostly from MLW CN units undergoing major repairs, retirement, scrapping or that required changeout. Most are plexiglass, some are safety glass. All were acquired legally from CN. Sale price ranges from \$20 for the best ones down to \$5 for poorer ones, plus a small fee for shipping and handling. Contact Ron Leblanc at PO Box 4533, Moncton, NB E1A 6G1, or e-mail: [ronleblanc@rogers.com](mailto:ronleblanc@rogers.com)

**January 2007 Cover Error:** Our printer inserted the photo for the January cover but inadvertently reused the date and content line from the December 2006 cover. Regrettably, the editor did not catch the error until after printing. My apologies for any confusion this has caused.

## Corrections re January 2007 issue:

- \* Re Page 7, 2<sup>nd</sup> paragraph, segments of the Montreal-Toronto line opened in 1855, not 1885.
- \* Re Page 10, the Canadian Pacific beaver shield was not part of the plan and was not in existence at that time (1886).
- \* The location on the back cover is Stratford, Ontario, not Goderich.

## Ten Years Ago in "Branchline":

- \* Bombardier has won a \$97.4 million contract to maintain commuter trains for Ontario's GO Transit system, work that has been done by CN since the start of GO operations in 1967.
- \* GO Transit has called for bids for the sale of four surplus F59PH units and 16 bi-level coaches.
- \* RailLink Investments Limited, formerly Central Western Railway Holdings Corporation, is now the fourth largest railway in Canada.
- \* BC Rail has announced it will commence a new tourist train called "Westcoast Explorer" in May 1998. It will take two days to travel from North Vancouver to Price George with an overnight stop at Whistler.

**Cover Photo:** Almost new CN ES44DC 2221 leads a westbound freight at Henry House, (10 miles north of Jasper) Alberta, on May 17, 2006. Photo by Claude Langlois.

Press date for this issue was January 15  
Deadline for the March issue is February 12



# The End of Norfolk Southern Operations in Ontario

By Jason Noe

December 31, 2006, marked the end of yet another railway era in Ontario.

On that day Norfolk Southern's haulage contract for auto parts from the Ford stamping plant in Buffalo, New York, to the Ford assembly plant in Talbotville, Ontario expired, ending the operations of dedicated NS auto parts trains 327 and 328. For decades these freights had operated on CN trackage rights between Buffalo and Talbotville that started as a run-through agreement between the Grand Trunk Railway and the Wabash Railroad in 1898. Norfolk Southern elected to concede the remaining auto parts traffic to CN. Effective January 1, 2007, CN integrated the auto parts traffic to the Ford plant into its existing operations.

At Talbotville, the cars were interchanged with CN who placed them at the Ford facility. The NS operation would at times, handle agricultural traffic for interchange with CN and Trillium Railway's St. Thomas & Eastern in St. Thomas, Ontario. Train 328 would return the empty auto parts boxcars to the U.S. as well as loaded auto frame cars and any agricultural traffic. The auto frames are manufactured at the large Formet Industries facility in St. Thomas, that is part of the Magna auto parts manufacturing operation.

## Historical time line for trains 327 & 328:

- On January 24, 1898, the Wabash Railroad was granted trackage rights to use the former Great Western Railroad's Canada Air Line between Windsor, Fort Erie and Niagara Falls, Ontario.
- On October 16, 1964, the Norfolk & Western Railroad leased the Wabash Railroad and officially took control of their operations on March 31, 1970.
- Between 1966 and 1967 the Ford assembly plant in Talbotville was constructed.
- Once the plant was operational, N&W began hauling the auto parts to the facility via CN's Cayuga Subdivision from Buffalo. CN built the Southwold Yard near the Talbotville plant and began interchanging the auto parts with N&W at this yard, which is just to the west of St. Thomas.
- In June 1982 the Southern Railroad and the Norfolk & Western Railroad merged to form Norfolk Southern. The operating rights were taken over by Norfolk Southern.
- Norfolk Southern continued to operate their trains into Talbotville on the CN Cayuga Subdivision, that ran from Fort Erie to St. Thomas. From St. Thomas westward, NS trains formerly utilized the CN Paynes and Chatham Subdivisions to reach Windsor, Ontario and Detroit, Michigan.
- Until the end of operations in 2006, Norfolk Southern diesels could be found sitting in the former Wabash Yard in St. Thomas between train assignments. For railfans, both 327 and 328 in the later years ran with many foreign GE and GM diesels from BNSF, CSXT and Union Pacific among others.
- During the early 1990s CN wished to abandon the Cayuga Subdivision. In order for this to occur, CN had to grant Norfolk Southern operational trackage rights to allow them to continue to fulfil their original Wabash agreement. In turn, trains 327 and 328 were re-routed to CN's Grimsby, Dundas and Talbot Subdivisions. This allowed CN to abandon east from the Town of Delhi to Feeder West, near Welland, Ontario. A short section of the Cayuga Subdivision was sold to shortline Trillium Railway (St. Thomas and Eastern Railway). On July 29, 1994, NS C39-8 8578 led the first 328 on this new route.
- In November 1996, both 327 and 328 became caboosless and no longer operated with red N&W cabooses on the tail end.
- In August 2006, Ford announced that it would further cut its North American vehicle production in the fourth quarter of the year. The company had stated that the reduction would result in major downtime at several assembly plants including its factory in Talbotville where the Crown Victoria and Mercury Grand Marquis cars are built. This affected the daily operation of trains 327 and 328 as they began operating only as required.
- On December 30, 2006, train 328 departed St. Thomas for the last time, as a light-engine move back to Buffalo with NS C40-9W

9554 and NS C40-8W 8373, ending 109 years of continuous service to St. Thomas by Norfolk Southern and its predecessors Norfolk & Western and Wabash. Eighteen NS employees were affected.

Sources indicate that in the New Year, CN will utilize several different trains to move the cars from Fort Erie to St. Thomas. CN train 430 will transport the traffic from Fort Erie to Aldershot Yard in Burlington, where the cars will be lifted by train 399. This train will haul the Ford traffic to London, where it will be set-off for either train 582 or 584, which will further move the cars to Talbotville.



UP SD70M 4614 and C40-8 9241 from the December 23, 2006, NS Train 327/328 lay over at CN's Yard in St. Thomas, Ontario. Trains 327/328 were often powered by UP or CSXT power. Photo courtesy Karen and Peter Ely.

*Footnote:* Despite the cancellations to trains 327 and 328, Norfolk Southern will continue to venture into Ontario, albeit not far. NS transfer train 369 will still cross the border into Fort Erie from Buffalo to interchange the Ford traffic with CN.

I would like to thank George Roth and Don McQueen for their assistance with this article.



With CN poised to take over the contract for the St. Thomas Ford auto plants on January 1, 2007, the final NS #327 operated from Buffalo to Talbotville on December 30, 2006. Here NS C40-9W 9554 and C40-8W 8373 roll along the CN Talbot Subdivision at Pond Mills in London, Ontario. Before long the locomotives and crew will rendezvous with a small group of family and friends who have come to witness the end of an era at the CN St. Thomas North Yard. Photo by Peter Mumby.





*NS C40-9W 8554 and C40-8W 8373 are about to leave St. Thomas as the last NS Train 328 meet CN SD75I 5722 and SD40-2(W) 5316 (Train 584) on December 30, 2006. Photo courtesy Karen and Peter Ely.*



*End of an era: With about three weeks before being discontinued, NS train 328 (St. Thomas to Buffalo) heads down the "cow path" in the west end of Hamilton, Ontario, with 74 cars. In charge are NS C40-9Ws 9645 and 9085 "elephant style". Originally the Wabash Railroad ran over CN's Cayuga Sub. between Buffalo and St. Thomas. In October 1964, the Wabash Railroad merged into the Norfolk & Western Railroad. In June 1982, the Southern Railroad and the Norfolk & Western merged to form Norfolk Southern. Commencing in 1994, the service moved off of CN's abandoned Cayuga Sub. onto CN's Dundas and Grimsby Subdivisions. The tracks to the left are CP's Hamilton Sub. which will climb behind the train and eventually cross over. Just above the trailing unit is the beginning of CN's Dundas Sub. The "cow path" connects CN's Dundas Sub. with the Oakville Sub. and is part of the Bayview wye. Photo by Bryant Barbour on December 9, 2006.*



*NS Train 327, powered by NS SD70M 2599, NS SD60 6635, BNSF C44-9W 4569 and NS SD50 5436, is just west of Paris, Ontario, en route to St. Thomas on January 23, 2005. This train was usually assigned two units, however, this day there were four as Train 327 had lifted two units and cars from the previous day's 327 which terminated at Paris. Photo by Jason Noe.*





**Above:** The last NS #328 pulls away from the Barlow Street bridge in St. Thomas on December 30, 2006, en route to Buffalo, New York. Trailing NS C40-8W 8373 was acquired in 1998 in the breakup of Conrail between NS and CSXT. Photo courtesy Karen and Peter Ely.

**Top right:** Wabash F7s 725, 662 and 726 exercise trackage rights eastbound on CN's Cayuga Subdivision, crossing the Grand River at Cayuga, Ontario, on May 28, 1966. Photo by James A. Brown.

**Middle right:** Union Pacific C44-9W 9788 and C40-8W 9457 have just finished interchanging Train 327's cars with CN at Southwold Yard in St. Thomas, on December 20, 2006. Photo by Jason Noe.

**Bottom right:** Former Michigan Central rails and ties are stacked in the CN/CPR yard in St. Thomas on December 23, 2006. In the background are two passenger cars belonging to the Southern Ontario Locomotive Restoration Society. Out of sight to the left are the former Conrail, nee Michigan Central shops, now the home of the Elgin County Railway Museum. Photo courtesy Karen and Peter Ely. ■



# Moncton Car Shop Boiler Replacement in October 1947

by Ronald Colpitts

The writer has always been interested in the engineering equipment in use by the railways for various purposes. One of the more impressive units has always been the 'wrecker' or crane. At one time the railways had a large number of high capacity cranes on the system. The railway cranes were used for dealing with mishaps on the railroad line and for engineering projects where high capacity lifting was required.

In 1947, the Canadian National Railways was in the process of renewing the boilers in the Moncton Car Shops. The replacement boilers were purchased in Ontario and shipped to Moncton, New Brunswick, via rail with the pressure section of the boilers being shipped in single large units. My understanding is that the boilers came to Moncton on flat cars that were taken east on the 'way freights' and that the trip took some time.

There was a discussion about use of a railway crane to install the boiler pressure vessel components in the boiler house and it was agreed to use the largest crane then available in Moncton to make the lift. The people involved made some jokes that the crane in use would be needed elsewhere on the system as soon as the boiler installation started. Rolfe Colpitts' recollection is that as the first boiler was going through the wall the call came that the crane was needed out on the main line to deal with a mishap and had to leave immediately. The lifting of the first boiler was completed into the boiler house and then the crane left to deal with the main line problem. The lift of the second boiler into the boiler house was completed a few days later.

At the time of the boiler installation there were enough tracks in the area of the car shop complex that no additional tracks had to be installed to make the boiler lift. Crane number 50012 was built by Industrial Brownhoist in 1928 with a capacity is 200 tons. As can be seen in the photos the crane had not been converted to diesel power at the time of the boiler installation. She was retired circa 1994.

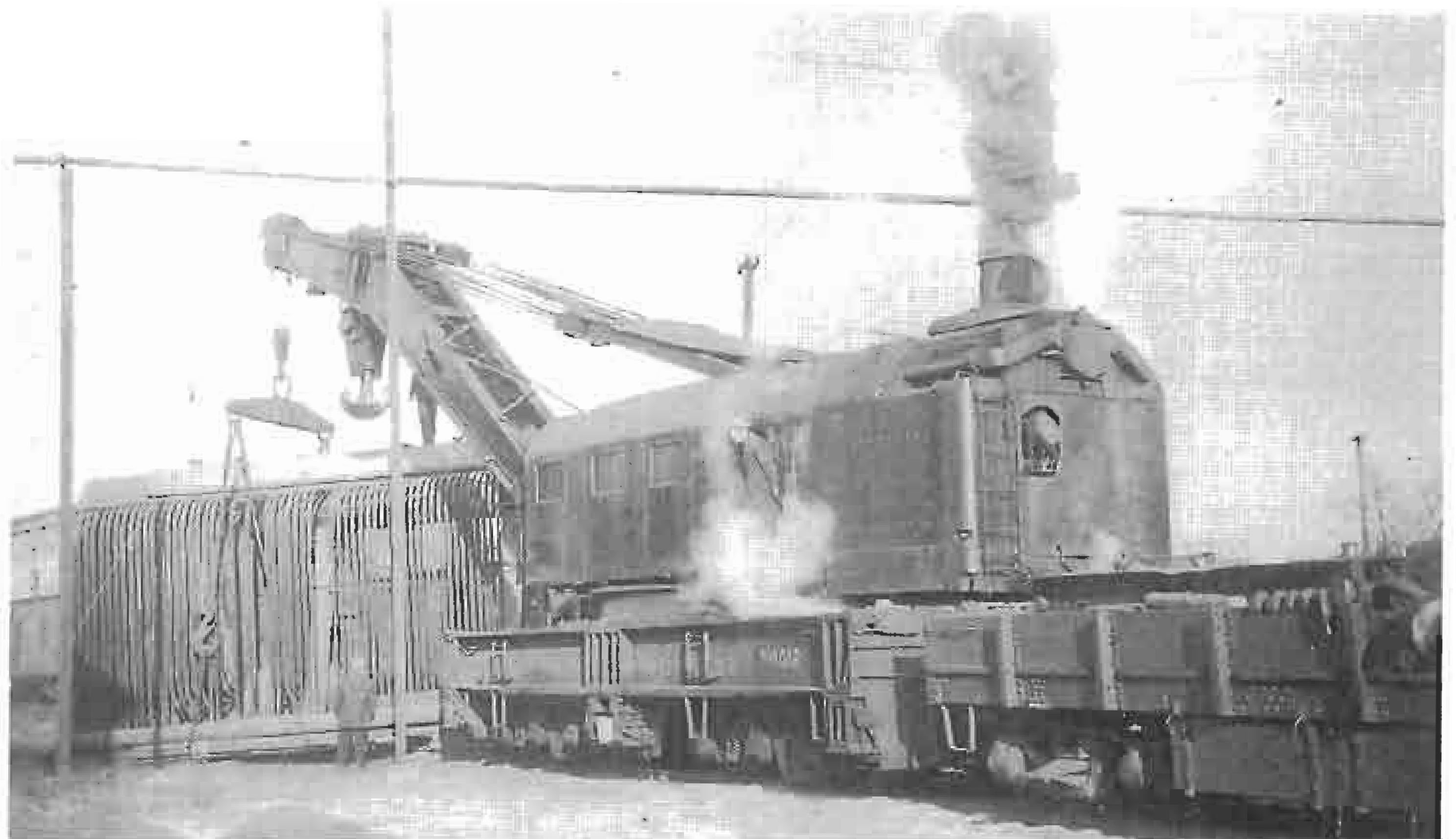
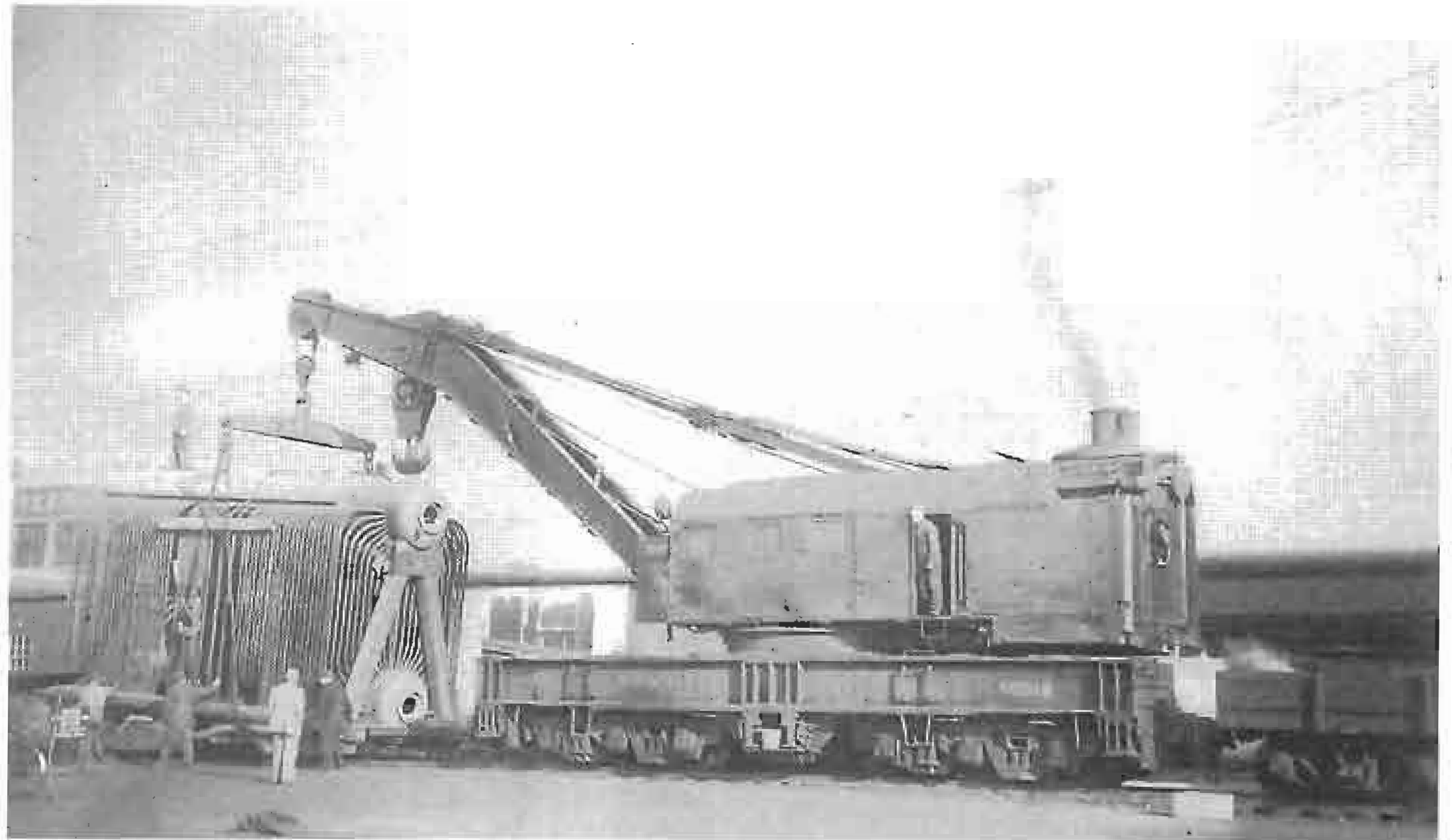
The photos in this article are from the Rolfe R. Colpitts collection who at the time the photos were taken was the CNR superintendent of stationary steam plants in the Atlantic region of the CNR.

*Photos:*

*Top - Crane 50012 picking up the 400 hp boiler in the Moncton Yard.*

*Middle - Crane 50012 moving up the yard carrying the boiler.*

*Bottom - The boiler going through the outside wall of the power house into the boiler room just as the call came that crane 50012 was needed out on the main line and would have to leave the site. ■*





# Memories of Lachute

by Rev. Bryan Girling (Kingsville, Ontario)

Ian Walker's article on the 25<sup>th</sup> anniversary of the final passenger train on the Lachute Subdivision in the November 2006 **Branchline** stirred some memories for me. I grew up in Lachute, Quebec, and my father, who died in 1988, worked for CP Express which was attached to the west side of the station in Lachute. He always took his morning break when #132 arrived at the station and walked down the platform to talk with the crew and help Henri Larche with the serving of coffee. In the evenings he opened the station for train #133 and made coffee for the crew and passengers.

As a youngster, my summers always revolved around train time in Lachute. You'd always be down to the station early to sit in the operator's room as Henri took orders, sold tickets and did his other station duties. When the north shore freight, #85, came around the bend into town, I'd always be in place to take a picture or two. After the train passed, I'd wander down the platform to pick up the hoops for Henri, unless my dad beat me to it. Then you'd wait for #132 to have the daily conversation with Ab Sabourin and J.J. Sirois. The routine was repeated in the evenings with dad as we opened the station for the passengers on #133.

During the school year, the only time I was allowed to go to the station was on Saturday morning, thanks to my mother, who as a school teacher felt homework was more important than daily jaunts to the station. This was unfortunate, especially in the winter when big snow storms would mean either a FP7 or RS-10s pulling the RDCs.

Each summer, my dad and I made an annual sojourn to St. Luc Yard in Montreal to take pictures. We'd take #132 in the mornings, on Dad's pass, ride in the vestibule of the RDC with the engineer who'd slow to a crawl and let us jump off as they'd passed St. Luc Yard. We'd walk in, liability releases in hand and have a great day, generally not bothered by a soul and then we'd take a cab back to Montreal West station and ride home on the RDC, in the vestibule again, exhausted, but full of joy.

When CP Express closed up shop in 1980, luckily, my dad, transferred to Cornwall, Ontario. He commuted back and forth on the weekends while we finished up our school year. During my final summer in Lachute in 1980, Henri entrusted the station key to me, at 15 years old, to open the station on weekday evenings for the passengers and to make the coffee. It was great fun and an enjoyable responsibility.

On the final day before we moved late in August, I can remember sitting in the station with Henri Larche waiting for #132 to arrive. Eventually the light appeared over the top of the hill, but took forever to arrive at the station. When Ab pulled it to a stop out front the RDC was dead as a door nail. It had given up the ghost on top of the hill. Fortunately, #85 hadn't been through town yet and it was stopped at the east end of town and a locomotive was taken from its consist, RS-18 8793. The RS-18 was dropped on the back track and #85 continued on its way through the siding in front of the station.

It's hard to believe that it was over 25 years ago that we left Lachute, and almost seven months following our departure just about everyone retired or moved on in life, and the RDC stopped running. As I reflect on Ian's article, it reminds me of a kinder and gentler time on the railroads where enthusiasts were tolerated and young railfans were given a chance to know what life was like on the railroad. Thanks Ian for stirring the memories for someone whose hair is slowly going gray, but still loves to get trackside. ■



CP RS-18 8749 with a Jordan Spreader and a snowplow move heavy snow east of the station at Lachute, Quebec, in February 1978.



CP FP7 4071, a baggage and two 2200-series coaches fill in for the usual Rail Diesel Car on Train 132 on a cold Saturday in February 1978.



Another RDC replacement - CP RS-10s 8571 with four 800 series coaches from Montreal Lakeshore commuter service is ready to leave Lachute in January 1979.



# *An Overview of Railway Activity In and Around Winnipeg - Part 4*

Article and Photographs by RFM McInnis

## The Yards of Winnipeg

Winnipeg is like a walled city, only it's enclosed by a perimeter roadway, rather than by walled fortifications. Inside this perimeter are the rail yards. It is through portals in this perimeter that the trains must pass to enter and exit the city limits.

Winnipeg is also a city divided by two major rivers, the Red and the Assiniboine, as well as by the tiny Seine and the Red River floodway. This is cause for many railway bridges, making this a very interesting city for the railway photographer. Much of the activity of the next several photo essays will take place inside this perimeter, and at whatever vantage point can be established to bring photographic drama to the exciting railway scene this city is.

There are at least six major yards in Winnipeg, depending on how you count and what you count. Certainly CN's Symington is the biggest, followed closely by CPR's Weston Shops and yard tracks, and Winnipeg Terminal Yard. But then, should CPR's Winnipeg Terminal be considered as part of Weston, or as a separate entity? Because of its long configuration on the map, squeezed in the middle as it is at McPhillips Street, it appears as two separate yards and may best be considered as such for our purposes, even though they seem extrinsically linked when toured.

CN Symington, on the other hand, is one big yard. The shops, the hump, the locomotive servicing are all tightly enclosed within a security fence, closely watched by railway security, closed to casual visiting except by special clearance. Here trains arrive from the east or west on mainline tracks entering Symington through Beach Junction, north and west of the yard. Hump activity goes on close to roadways on the east end. But little else can be viewed from trackside, putting the photographer at great disadvantage.

After Symington and Weston there is CN's Transcona Yard, with its car shops, paint shop, and locomotive repair facilities and storage tracks. At CPR's North Transcona Yard trains are assembled and there is interchange with the Central Manitoba Railway. Each of these yards is at least two miles or more in length.

CN Fort Rouge yard is further south in the city offering a half dozen tracks for additional storage and making up trains. About a mile and a quarter in length, at one end is VIA Rail Canada's shop for storage, repair and turnaround of the thrice-weekly "Hudson Bay" to Churchill. At the other end is Portage Junction where trains can be turned on the wye. One leg of the wye leads east through the yard to downtown, one west being the main line, and the third south to the border with the United States.

A collection of important smaller yards make up the rest, such as BNSF Railway's yard just off the CNR main line west of Fort Rouge Yard; CPR's interchange yard with BNSF south of Weston on the north side of the Assiniboine River; the Central Manitoba Railway's offices, shop and yard adjoining CPR's North Transcona Yard; the Greater Winnipeg Water District's office, shops and terminal at Plinquet Street; the VIA Rail station trackage in the downtown; VIA Rail's yard and shops at the north end of Fort Rouge yard; and CPR's St. Boniface Yard. It can be readily seen that there is a great deal of activity to be observed almost anywhere in Winnipeg.

Each of these areas will be dealt with individually under the separate railway names. Right now we'll begin with the smallest, the one pony BNSF Railway.

## BNSF

The most curious of all the railway operations in Winnipeg is the Burlington Northern and Santa Fe (Manitoba), the Canadian subsidiary of BNSF Railway. Totally landlocked from its parent company, it began as the Midland Railway of Manitoba,



*Always facing in a northerly direction, BNSF GP9 1685 is given an early morning inspection outside the engine shed in Winnipeg on July 17, 2006, before beginning the daily run to the interchange with CPR where it picks up and drops off rolling stock destined for any of the three online companies.*

incorporated in 1903, which built various lines around Winnipeg.

It is landlocked in Winnipeg with running rights on CN only as far as interchange with CN in Fort Rouge Yard, a distance of a little over two miles. It has another interchange with CNR north of the Assiniboine River, a distance of about four miles. Its own trackage extends about two miles north of Academy Road from its shops at Taylor Avenue at the south end. Its five track yard is paralleled by the single track CPR La Riviere Subdivision which originates at Weston and continues south. From the connecting point at the north end of BNSF's track, it is this track that is shared by the two railways to the interchange.

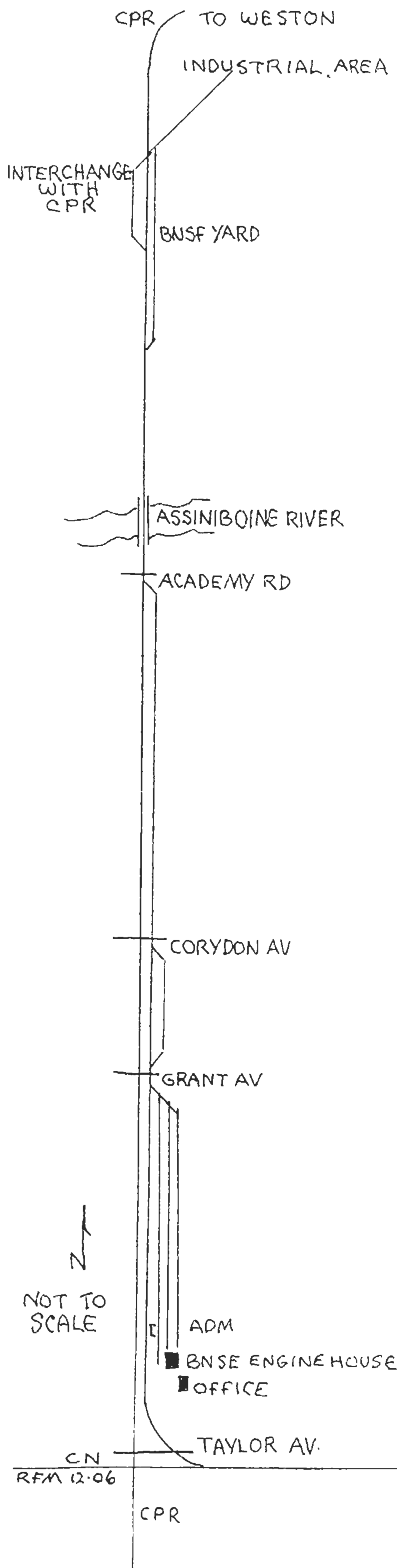
Though part of the larger railway, headquartered in Fort Worth, Texas, at one time it did have running rights over CN to Winnipeg, from Emerson on the international border. That ended when running rights changed and CN began hauling BNSF destined rolling stock to its Fort Rouge Yard.

Today the lone BNSF unit, high-nosed GP9 No. 1685, operates out of Taylor Street two-stall engine house, front end facing north. It is accompanied by caboose 12580, built in 1979. On train movements into Fort Rouge Yard, or moving southbound



*High visible BNSF caboose 12580 is a moving billboard for railway safety and the Operation Lifesaver Program. It is one of the few cabooses still active in a railway use, made necessary by the required back up moves in Winnipeg.*

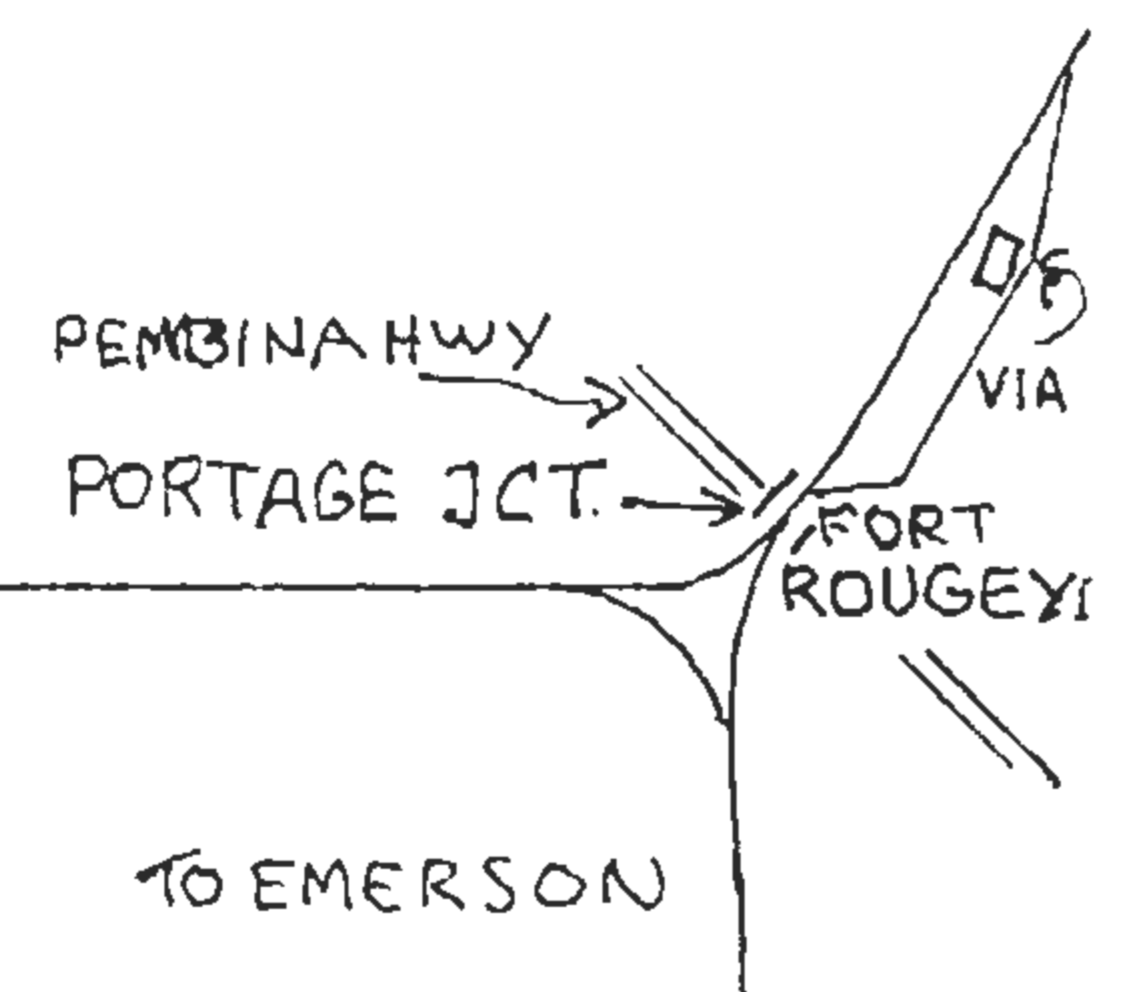




With caboose 12580 left on the main track, GP9 1685 backs onto a string of tank cars for ADM Corn Processors in the BNSF Taylor Avenue Yard on July 17, 2006. Cars for this company contain corn syrup used as a sweetener in the bottled coke industry. Empty tanks cars will be returned to interchange with CN.



Only one empty is being returned for interchange on September 21, 2006. The train is at the north end of the BNSF yard at Grant Avenue. Note the interesting style of ground throws used in this yard, a style not common on Canadian railways.





from its pickup at the CPR interchange, the caboose leads. This highly visible white caboose is a rolling advertisement for railway safety.

In its short distance, GP9 1695 (built by GMD in March 1957 as Midland of Manitoba #2) services three on line companies: 1) ADM Corn Processors is adjacent to the Taylor Street Yard - it receives several tank cars of corn syrup which is used as a sweetener in the coke industry; 2) Cowan Steel which receives flat cars and gondolas of steel and bar; and 3) Grace Canada Construction Products which receives insulated boxcars. Cowan Steel and Grace Canada Construction Products are located in the Pacific Avenue Industrial Park north and east of BNSF's interchange with CPR.

A day's operation takes only a few hours. The engine is brought out at 10:30 a.m. Empty tank cars are picked up at ADM to be dropped at Fort Rouge Yard. The train then proceeds north with these cars in tow. Empties are picked up at the Pacific Avenue Industrial Park, and added to the train at the CPR interchange. Loads left previously at the interchange by CPR are delivered. Empties to be routed over CPR track are left at the CPR interchange. The train then proceeds south, cabooses leading, to the Fort Rouge interchange for drops and pickup there. The engine and caboose then return to the protection of the engine house, the day's work done.

Its small yard and short trackage; being a point to point railway; the high bridge over the Assiniboine River which it has to cross to get to the CPR interchange; and running rights on two major railways all serve to give this operation its particular flavour. This also makes it a candidate for a unique one engine, one caboose model railway that would require few structures, no rolling stock of its own, with endless possibilities, limited only by one's imagination.

Photography at trackside is about the best one can expect as the shop area is closed to the public without proper permission. But, there are plenty of vantage points along the way without trespassing.



**Top:** Made up of two empty gondolas, three box cars, four liquefied petroleum gas tank cars and two syrup cars, the train is returning south, caboose leading, retracing its steps towards CN's Fort Rouge Yard on a snowy May 12, 2006. The stadium where the Winnipeg Blue Bombers football team plays can be seen in the background above the caboose.

**Middle:** Backing over CN track, the train is entering CN's Fort Rouge Yard to drop off several tank cars of liquefied petroleum gas and a few box cars on September 2, 2006. The train is backing across the Pembina Highway underpass at Portage Junction on CN's Rivers Subdivision, less than three miles from BNSF's Taylor Avenue Yard.

**Bottom:** BNSF Winnipeg employees pose with their one locomotive on July 17, 2006. Left to right are Harvey Weibe, office; Dennis King, foreman; Ev Treneer, engineer; and Steve Prusak, helper. No. 1685 was built by GMD in London, Ontario, in 1957 as Midland Railway of Manitoba #2. She became BN #2, and in 1999 was repainted and renumbered 1685. ■



# Into the Clear by Five Minutes

by Victor Pankoski

A night train order operator's job was lonely, and out on the line often seemed a thankless occupation. In remote desolate bush country and even in more settled areas you were probably the only soul awake during the late hours of night. Train crews waved as they passed but often yelled at you when your order board impeded their progress. A discarded newspaper from the day coach of a passenger train, thrown off by a thoughtful head end brakeman, provided a welcome insight into what was going on out in the world. Crews in the office from trains stuck in the siding brought a welcoming chatter of news and gossip of happenings on previous trips, and who was in the bad books of the Trainmaster back at the terminal.



*The author hooping orders to a pair of CN F7 units at Uno, Manitoba, in the mid-1950s. Photo by a fellow operator.*

On a lazy summer evening in the mid-1950s, an eastbound drag was in the north siding for No. 11 at Uno, Manitoba. This put the engine about opposite the station. From my view through the bay window of the depot I saw this older hog head known to the crews a "Smiley" step down from the engine. Looking both ways he crossed the main. He entered my little "Hole in the Wall" office and with a tired sigh took a seat. It being a warm quiet evening at twilight, the remainder of the crew hung around and chatted outdoors. No 11 had fallen off its schedule a bit. I copied orders and cleared the train. But it was a long climb out of the valley so they were going to stay there for No 11. They would be there for at least another 30 minutes.

The older tail end brakeman had taken the long walk up from the caboose, nodding as he entered the office. He found a tight spot just inside the door from where he could lean on the wall. Looking up, Smiley glumly acknowledged him. Seeming to need to unload something inside him, he then began to relate the details of his last trip. I perked up immediately.

The railroad at the time was at the beginning of the transition from steam to diesels. The diesels had arrived on the prairies in 1952, first assigned to the speeds as their numbers increased. Then there was the inauguration of the fully dieselized "Super Continental" in 1955. Soon the F7 diesels were occasionally bumping steam off the drags.

Smiley had been ordered eastbound that trip for 17 o'clock on a diesel drag. The term "diesel drag" in those days was a depressing analogy to the crews - usually a long underpowered heavy train, in the hole for about everything you met on the road and possibly a knuckle or two for good measure. On this trip, he had a pair of 9000 F7s and a solid 115 cars of grain.

He was already in a bad mood when he booked out at the shop and made his way to the units on the shop track. Early that morning his retriever had embarrassed him in the presence of his hunting pals by refusing to enter the water to retrieve a downed duck. As he climbed the ladder up to the cab of the engine he was further chagrined as the first thing he saw in the cab was the young tall skinny figure of a green brakeman busily scrutinizing his flagging equipment. Smiley was now really in a dark mood and the trip had yet to get under way. Then the fireman entered the cab from the engine room. He took his seat on the left side and after a short discussion, they moved off the shop track. As their train was longer than the yard tracks at the time, they had to pick up the "doubleover" portion from the next track over, take it down the lead, then back it onto their train. They made the connection and commenced pumping up the air into the trainline. The headend was then extended far down the lead. All this preparation took a lot of time. But this single heavy diesel train would eliminate one steam train and crew to do the same job. The conductor then arrived from the train order office with a duplicate set of orders for the head end. The orders were reviewed by all with the new green brakeman timidly looking over their shoulders. A short discussion took place to gain insight about oncoming traffic, and agreement on where they might be going for whom, etc. Meeting and getting out of the way of the "Super Continental" was hours away and away down the line.

The arrival of the diesels was the beginning of a new era of efficient railroading, moving more tonnage with fewer crews but with longer and heavier trains. The physical plant to handle the new style of railroading was yet to be built, however, and was still in the planning stages. Trains were now 115 cars long but the sidings out on the line were only 75 and 80 car lengths. Meeting oncoming freight trains required a saw-by - quite doable but with a loss of the efficiency gained.

Pinned to the bottom of the bundle of orders was the ominous message on the yellow form from the Chief Dispatcher: WHEREVER YOU CHOOSE TO CLEAR NO 1 (The Super Continental) YOU MUST ARRANGE TO GIVE YOURSELF PLENTY OF TIME TO DOUBLE YOUR EXCESS TRAIN OVER INTO CLEAR IN THE BACK TRACK. UNDER NO CIRCUMSTANCES IS NO 1 TO BE DELAYED". That message became the norm early on in the diesel age, when a diesel drag might encounter the "Super Continental" over the subdivision either in meeting or being overtaken by it.



*Operator Wally Hannon hooping up to tail end brakeman Smith (from Melville, Saskatchewan) at Uno, Manitoba, on May 31, 1952. Observing next to his motorcycle is noted photographer and CPR engineman Lawrence Stuckey. Photo by Mavis Stuckey.*



Eventually the train line was pumped up, the Conductor departed for the caboose, the car foreman verified 55 lbs. of air at the caboose and said they were good to go. So Smiley throttled up. It took a few notches to get that heavy train under way but he kept it creeping slowly as the new green brakeman out front on foot still had to get the mainline switch. As they pulled by a nearby track crew, they offered to get the gate when the caboose gained the main. But the conductor still had to entrain so it was steady as she goes until they got a highball 115 cars back. Then it was up to run 8.

Three thousand horsepower doesn't get 7,000 tons up to speed in a hurry, even on level track. The struggle over the first 40 miles to the first inspection stop at Atwater was uneventful. The inspection would yield no surprises. Then saw through the hole at Cutarm for a speed and on to Welby, midpoint on the Miniota Subdivision for a second designated inspection and a meet with a westbound drag of empties. By now it's going on 21 o'clock and dusk is falling. They haven't been making very good time. Clearing No 11, the Winnipeg/Edmonton local, is the next consideration.

Immediately east of Welby begins the descent into the Assiniboine Valley where the track winds along the river bottom for 40 miles before regaining the flat plains again at Miniota. Normally with a steamer and 75 cars of grain it was a wild exhilarating ride down the hill to St. Lazare and you just kept on rolling along the flats to maintain the momentum for the upcoming grade. But Smiley kept a tight hold on those 115 loads not wanting things to get out of hand. They had hoped to make Uno for No. 11 and saw-by him on his station stop. But after dragging along the river bottom tracks, they found they had to head in at Treat. Smiley was not about to make a move where on short time they had to flag No. 11 for a saw by. He was taking no chances with the new green brakeman on the headend.

Coming to a stop at the siding's east switch would leave about 35 cars still hanging out on the main. The green brakeman was promptly dispatched 2,000 yards up the main with guns (torpedoes) and two kerosene lamps (red and green) to intercept No. 11 and bring him under control for the saw by. The tail end brakeman would come up and place a red fusee at the fouling point at the west switch. Smiley squinted as he closely observed his headend brakeman's progress beyond the reach of his headlight. With lamps bobbing in the distance, he ran with the urgency of the task. He seemed to reach the required distance and the lamps became still. He would be placing the guns upon the rails. Then the lamps began bobbing again as he retreated from the guns.

Presently No. 11's headlight pierced the darkness, approaching swiftly!. Smiley was relieved to hear the sharp crack of the guns when over run by No. 11's pilot trucks. The brakeman, with lamps in each hand held high crossing the red and green back and forth passed each other, portrayed the signal for a saw by. He received two sharp blasts of acknowledgment on the whistle from the hogger on No. 11 bringing total relief for Smiley! No. 11 rolled by the cab decelerating with sparking brake shoes pinching up as they came to a stop at the fouling point at the west switch outlined by the burning red fusee.

Out on the main again with the tail end brakeman on board, it was back up to Run 8 and the beginning of the heavy grade east out of the Assiniboine Valley. With the roar of the engines in the cab, Smiley unfolded his employee timetable and scrutinized the oncoming schedule of No. 1, the "Super Continental". With the fireman and the tall lanky brakeman looking over his shoulder he withdrew his watch from the bib of his overalls. They tried to reach a consensus as to where with the grinding slow pace of their drag train and the fast paced oncoming schedule of the free wheeling "Super Continental", they might converge for a meet. They were mindful in their deliberations of the order to be totally out of the way for the event. They entered a curve that revealed the order board at Uno. Mercifully it was green and the operator was waving a lamp with a highball (it likely was me). They passed over the high Minnehasta creek trestle and up the valley side rising to Miniota at the top of the valley, but there was still a hard grade

to Rea and Quadra. As they ground along Smiley would frequently consult his watch, and in his mind rerunning his calculations. He finally determined that when they arrived at the west switch at Quadra they would have 40 minutes to clear No. 1.

Quadra was a siding with a station and an night operator, a section crew, but no town or elevators. Most town sidings had an elevator track parallel to the siding which made doubling over of excess train quite simple and straight forward, what with all the switches then being in close proximity at each end of the yard. Quadra, however, was a different situation. With that and the new green brakeman he was a bit nervous.



*The lonely station at Quadra, Manitoba, in 1957.*

The back track at Quadra extended perpendicular and southward from a switch in the middle of the siding, built upon a high grade of coal cinders and ending in the dark at a pile of ties tied across the rails. They were now grinding their way through Miniota. Consulting the timetable yet again revealed that there was adequate combined capacity in the siding and backtrack at Quadra to accept the doubled over components of their train. They would pull into the siding at Quadra, then out the east end again onto the main to get the tailend into the confines of the siding (out of the way of No. 1) then cut off and back the head end off the main into the backtrack through a nearby switch. Signals in the dark easily visible to the head end should be a normal operation, performed hundreds of times by veteran crews. But at Quadra the switch was 50 cars down towards the middle of the siding and the engine would be away out on the main around the switch turnout and a long way back looking for signals. Smiley's anxiety heightened as he imagined how this ordinary operation could become extremely complex and worrisome with him extended away out on the main in the face of No. 1. The moment of truth was coming.

Easing down on the throttle, Smiley managed to pinch his train down from a crawl to a creep as they approached the west switch at Quadra without stalling. The tall and lanky new green brakeman touched down and at full stride managed to widen the space between him and the engine, unlock the switch and get the points over just in time! He was nimble! Smiley was relieved.

He throttled up again and as the new green brakeman re entered the cab, Smiley beckoned him over to explain the mid-siding back track switch that was coming up. He was to detrain there as they pulled by and wait. The fireman would get the mainline switch to





*On August 9, 1939, George Harris, Ed Ratcliffe and a young Lawrence Stuckey, all from Brandon, Manitoba, rode the rods on a trip from Rivers, Manitoba, to Melville, Saskatchewan, to see CN's 3800-series Mikados. George Harris took this photo from Train 403, powered by 2-8-2 3593, in the hole at Uno, Manitoba, for a meet with Passenger Train #2, powered by 4-8-2 6047. Collection of the author, courtesy Lawrence Stuckey.*



*A hobo's view of the station at Uno, Manitoba, from Extra 3589 West on July 18, 1939. Photo by Lawrence Stuckey.*

allow the engine and head end of the train to re enter the main so as to pull the tail end clear into the siding. At that point they would stop. The brakeman should then cut the train sufficiently far back of the switch so the portion entering into the back track would not sideswipe the parked portion of the train. The brakeman nodded understanding. Rolling along in the siding Smiley pointed out the switch as it appeared in the headlights. The brakeman with his kerosene lamp descended the ladder (he still hadn't purchased a battery lamp). Looking down from the cab window to Smiley's consternation he observed his brakeman land in the soft cinders and from there tumble down the steep bank and his lamp flame extinguish. Smiley kept looking back to

no avail for evidence that his brakeman had recovered his composure and re lit his lamp! More heightened anxiety!

The fireman now raced out to open the mainline switch and Smiley was still frantically looking back at every opportunity for a signal and in between times consulting his watch. The caboose finally swerved into the siding at long last and he received the "into clear" signal from the far tailend. But how was he going to get off the mainline. They were down to 20 minutes! And you could now see No. 1's headlight in the distance.

Smiley grabbed the horn cord and blasted four long ones. In the low hum of his idling engines he peered anxiously back into the darkness. Where are you boy?? Then suddenly back in the darkness appeared the flare of a red fusee waving him on. Presuming the train had been cut he quickly acknowledged with two blasts on the horn and easily advanced the front cut of the train. Then the stop signal and a few moments later when he got the switch, a counterclockwise motion to back into the back track. Smiley obliged with three short blasts on the horn and exhaled in total relief as they idled back off the main viewing his brakeman with the red fusee was riding the ladder of the lead car out there heading south into the darkness. The fireman closed the mainline switch and when Smiley stopped, he sighed as he removed his glasses and rubbed his eyes. Then he consulted his watch and glanced at the fast approaching headlight. They had cleared the "Super" by the required five minutes. But the previous 40 minutes seemed like a lifetime.

With the train reassembled and stretched out on the main, and the tail end brakeman on board, it was back in Run 8. Pope, the next station, was the top of the grade where they began to get a bit of acceleration and a clear track to Rivers. Dawn was breaking and except for the roaring engines all was quiet in the cab. The new green brakeman had gained a lot of experience in this last tricky clearing operation. Smiley in his mind acknowledged the lad's resourcefulness in having a couple of fusees in his overalls when his lamp crashed. They all looked forward to a hearty breakfast at the beanery and then a soft bed and some rest. ■





**CN, BLET AGREE ON TENTATIVE FIVE-YEAR PACT:** The Brotherhood of Locomotive Engineers and Trainmen's Grand Trunk Western General Committee of Adjustment recently reached a tentative five-year agreement with CN covering locomotive engineers in the Class I's GTW territory. The contract calls for a 16% wage increase and \$1,000 bonus/claim settlement for all active engineers. The pact would amend a 2003 hourly rate agreement, the BLET said. Union officials mailed ratification ballots to members on December 6. The BLET will announce voting results shortly after ballots are returned on January 15, 2007. (*Progressive Railroading*, Dec. 22)

**PORT TRAFFIC MAY TAKE DIP:** The trickle-down effect of shipping line consolidation appears to have had an impact on container cargo moving through the Port of Halifax in 2006. After a record 2005, when the port handled 550,462 TEUs (20-foot equivalent units) and 4.6 million tonnes of container cargo, the port appears headed for a slight decrease in the numbers in 2006. Halifax surpassed the half million TEU mark for the seventh consecutive year in mid December but it will not reach the record of last year. But although container numbers will be down, tonnage has remained fairly stable. Michael Cormier, the Halifax Port Authority's vice-president of marketing, said shipping line consolidation has had an impact on cargo. Maersk purchased P&O Nedlloyd, which was part of the so-called Grand Alliance that calls at the Fairview Cove terminal, operated by Cerescorp. A condition of the purchase was to withdraw P&O vessels from the alliance. The net effect was the loss of some business for Cerescorp. As well, industry sources believe the acquisition of CP Ships and the CP container terminal in Montreal by Hapag-Lloyd has also impacted Halifax. Sources say it only makes sense for Hapag-Lloyd to load cargo moving through Montreal onto CP Ships and use the direct route rather than move that cargo on Hapag-Lloyd boats through Halifax and rail it to Montreal, which it likely would have done prior to the purchase. Cerescorp, which handled a record of more than 220,000 containers in 2005, says its container volume is down about 20 per cent in 2006. A minor loss in the overall picture was the end of Oceanex's second weekly service to Newfoundland because cargo volumes were low. However, some of the container loss was offset by some new lines that began calling the port in 2006. At the south-end terminal, operated by Halterm, new agreements were signed with Maersk, which returned to the port with a Suez service, and with the Europe West Indies Line, which started in October. Halterm also signed an agreement with Eimskip Americas but that service hasn't started yet. (*The Chronicle-Herald*, Dec. 23)

**ALDRESHOT UNDERPASS FACING CN ROADBLOCK:** The city of Burlington may be stuck finding more money to build the vital \$10.8-million King Road rail underpass due to a construction time dilemma with CN. The city has plans to construct an underpass at the CN tracks by 2008, as a way to alleviate growing traffic bottlenecks in the Aldershot area. The project is considered a key catalyst to helping open up hundreds of acres of potential employment lands west of King Road. But according to an updated staff report, city officials have raised concerns that CN has indicated it will not provide enough continuous time for crews to complete the first of two phases of the project in 2007. The \$3.6M first phase - of which Burlington will contribute \$2.5M and GO Transit will pay the rest - includes building the bridge structure starting this spring. The report stated CN is offering six hours of construction per day to build it rather than allotting a whole weekend of 48 hours. The initial phase includes \$400,000 to pay for the CN costs of construction based on weekend work being done. The six-hour per day allocation would increase the cost another \$1.2M because of extra staffing required and the cost of picking up and laying down the two rail tracks on a regular basis, said Paul Allen, a senior city transportation engineer in an interview. He said the city may have to contribute additional money to ensure the first phase is completed, but stressed that talks with CN are ongoing.

Straightening out the CN issue isn't the only hurdle the city faces. It is still trying to secure higher levels of government funding to make the rest of the project feasible. (*Burlington Post*, Jan. 10)

**CN SPELLS OUT COMMITMENT TO RAIL SAFETY:** Senior CN operations and engineering officers met on January 10 with the mayor of Montmagny and other area politicians to underscore CN's commitment to safe operations across its network. Jim Vena, vp, operations, of CN's Eastern Region, said it's in CN's best interest, and in the best interests of its customers, employees and the communities through which it operates, to maintain safe, fluid operations. Vena said CN will take specific measures to address municipal concerns following a CN derailment in this community on January 7, 2007: limit freight train speeds through the community to 64 kilometres per hour (40 miles per hour) pending the conclusion by CN of its internal accident investigation; increase annual rail flaw detection runs over the line through the town to 10 times the Transport Canada regulatory requirement - CN already exceeds the Transport Canada requirement for rail flaw monitoring of the section of line through Montmagny by eight times; conduct four track geometry inspections annually, twice the regulatory requirement; institute twice-monthly walking inspections of the track one mile on each side of the CN rail bridge in Montmagny, as well as the bridge; and remove the switch on the CN main line where the January 7<sup>th</sup> derailment occurred. (*CN release*, Jan. 11)

**CN'S CANADIAN SHOP WORKERS OK STRIKE MANDATE:** CN's shopworkers, truck drivers and clerical workers in Canada have voted to give their union a strike mandate, but contract negotiations continue, the union said. Roughly 4,400 workers represented by two locals of the Canadian Auto Workers union are looking for wage improvements and more protection against outsourcing. The union said its members will not legally be able to strike until January 18, and a CN spokesman said the company remains optimistic that an agreement will be reached before that deadline. CN is also in negotiations with the United Transportation Union on a new contract for about 2,800 train crew employees. They will not be in a legal strike position until February 9. Contracts for the Canadian Auto Workers and United Transportation Union members expired at the end of 2006. The negotiations do not involve CN's employees in the US. (*Reuters*, Jan. 9)

**'MY HEART WAS RACING,' ENGINEER SAYS OF DERAILMENT:** The CN engineer who was driving the train that derailed in B.C.'s Fraser Canyon says he was terrified as his locomotive slid 50 metres down a steep slope. The two crew members escaped serious injury when their train plunged off the tracks. Hans Nederpel was at the controls of train 355, colleague Earl McGrail at his side, when they went around a corner near Lytton and saw a huge pile of rocks on the track. Nederpel said they tried to slow down the 105-car train, but it was too late and the locomotive smashed into the rockslide. "We hit and lifted," he told CBC News. "We could feel ourselves lifting and kind of turning." Nederpel said it was moment of terror as the locomotive slid down the steep embankment. "I can't piece it together in my mind yet exactly how we ended up where we did, but from there on everything happened very quickly." A few seconds later, the locomotive stopped on its side and the two men kicked through a window to get out. They couldn't go far. The steepness of the slope prevented the two men from climbing back up to the track, about 50 metres above them. They had to wait seven hours to be rescued, but rescue crews managed to get blankets and hot food and drink down to them. When the sun came up, climbers rappelled down and lifted the two men out. (*CBC News*, Jan. 5)



**CANADIAN  
PACIFIC  
RAILWAY**

**CPR ANNOUNCES 2007 PLANNED CAPITAL INVESTMENT:** CPR plans to spend \$885 million to \$895M in 2007 on capital programs.



This is an increase from its 2006 program of approximately \$845M. "CPR's planned capital investments are targeted at further improving the fluidity of our network, while maintaining the reliability and safety of our infrastructure," said Fred Green, president and ceo. "These investments support our strategic initiatives, our focus on execution excellence and drive to improve CPR's operating ratio. This capital plan, implemented with the ingenuity of our employees, will keep us on track to become the safest, most fluid railway in North America."

2007 investment will focus on track infrastructure, locomotive power, information technology, land, and commercial and other service facilities. This includes approximately: \$40M to maintain and increase capacity in automotive and intermodal terminals, to support continued market growth; \$150M for locomotive acquisitions, overhauls and fuel saving modifications, ensuring CPR has the most efficient hauling capacity to meet customer demand and service requirements; \$60M for information technology to improve the systems that manage railway operations and customer shipments; and \$625M to maintain and upgrade rail, ballast, crossties and automated signal systems, buildings and equipment, to extend and build sidings, which are used as passing lanes in single-track areas, and for land acquisitions for future development in strategic locations across the network. The remainder of the 2007 capital program will be primarily directed towards modifications and upgrades to the freight car fleet to more closely align with customer requirements. (CPR release, Dec. 14)

**CP WILL GET MILLIONS IN STATE AID FOR IMPROVEMENTS:** CPR, the owner of the Delaware & Hudson Railroad, will receive \$7 million over two years from New York state to finance the construction of a new intermodal facility in the Capital Region. The state would make \$3 million available in the 2007-08 fiscal year and \$4 million would be provided in 2008-09. The Delaware & Hudson already operates an intermodal freight facility in Albany, NY, but the company wants to construct a new one, said Denyse Nepveu, a CPR spokeswoman. The railroad does not yet have a location for the new facility. The project is still in the early planning stages, she said. It's also too early to say what the total cost will be, but Canadian Pacific does appreciate the state's support, Nepveu said. (Albany Business Journal, Albany Times Union, Dec. 16)

**CPR HOLIDAY TRAIN BREAKS THREE MILLION DOLLARS FOR FOOD BANKS:** The CPR Holiday Train, which has been rolling across Canada, the Northeastern and Midwestern United States since December 1, raising food, money and awareness for food banks in more than 110 towns, cities and First Nations ended its run on December 19 with final shows in Agassiz, Haney-Maple Ridge and Port Moody, British Columbia. Official totals are still being tallied but an estimated 230,000 pounds of food and more than \$400,000 (Cdn) have been donated to local food banks at over 70 communities in Canada this year and, 76,000 pounds of food and more than \$190,000 have been donated to local shelves in the U.S. Northeast and Midwest. In its eight years the Holiday Train program has played an important role in collecting more than three million dollars and over 1.6 million pounds of food to help feed North America's hungry.

This year's performers on the Holiday Train were Canadian rock band Wide Mouth Mason and singing star Lisa Brokop. Their mix of upbeat songs, rocking Christmas tunes and special moments with children at each stop made for glowing reviews from more than 150,000 people between Montreal, Quebec and Port Moody, British Columbia. A second Holiday Train visited 40 communities in the Northeast and Midwest United States. Train entertainers included: Tracey Brown, Willy Porter and Kelly Prescott. An estimated 80,000 Americans took in the spirit and magic of the fundraising events as the train with its hundreds of thousands of lights rolled through U.S. Since launching in 1999, the Holiday Train magic, with its two trains that are each decked out with hundreds of thousands of bright lights and decorations, continues to grow as more communities request it to stop and perform. Final numbers for 2006 for both countries should be confirmed in early January. (CP release, Dec. 20)

**CPR TO PHASE IN LEWIS BOLT & NUT FASTENER AS SCREW SPIKE OF CHOICE:** CPR recently announced plans to adopt Lewis Bolt & Nut Co.'s Evergrip™ double-head spike as a replacement for conventional screw spikes. The railroad soon will begin phasing in

Evergrips - which are installed with an automatic spiker instead of a lag machine - on curves and turnouts. The fastener offers improved gauge holding in curve applications and can be installed up to two-and-one-half times faster than a conventional lagging machine, according to Lewis Bolt & Nut. In 2005, CPR field tested Evergrips on a line west of Calgary, Alberta. The Class I also previously tested the fastener in its own lab and at the Bodycote™ Lab in Montreal. (ProgressiveRailroading.com, Jan. 11)

**CPR COULD BEGIN BALLAST REMOVAL IN APRIL:** As part of the closure plan for the Sullivan Mine by Teck Cominco, which is moving through government channels, it is estimated that CP will transport 400,000 cubic metres of ballast rock and other underlying soil from the no-longer used rail line between Kimberley and Cranbrook to the Teck Cominco tailings ponds. Most of the material originated at the Sullivan Mine. CPR has indicated their willingness to turn the right of way over to the cities of Cranbrook and Kimberley for use as a trail, once decommissioning is complete. It is expected that it will form part of the TransCanada Trail, although no formal announcement has been made. Before the ballast is removed, rails, tie plates, spikes, angle bars and ties will be removed and recycled or disposed of at an appropriate facility - not the Sullivan tailings ponds. If the permit amendment proceeds in a timely manner, CPR expects to begin removal of the ballast in April 2007. Approximately 200,000 cubic metres of ballast will be removed from a strip 10 metres wide, .8 metres deep and 26 kilometres long. Another 200,000 cubic metres of contaminated soil adjacent to the railway will be removed as well. It is estimated the work will take six to 12 months at an average rate of 4,000 cubic metres per day. A portion of the right of way through Marysville will be converted to a road so that trucks won't disturb local residents and impact to local roads will be minimized. (Kimberley Daily Bulletin, Cranbrook Daily Townsman, Jan. 9)



**COURT SIDES WITH FIRED VIA CHAIRMAN:** Jean Pelletier, who was fired twice by the Martin government, took another step towards overturning his dismissal from his former patronage job as chairman of VIA Rail. The Federal Court of Appeal rejected the federal government's attempt to overturn an earlier court ruling that gave Pelletier his old job back, before Paul Martin's Liberal government fired him a second time in December 2005. A spokesperson in the Privy Council Office said the government would not comment on the decision. Pelletier released a statement saying he is "understandably very pleased" by the latest ruling, which he said confirmed the validity of his contentions. Pelletier's lawyers had told the court the Martin government took a "partisan" action against him when they fired him as chairman of the VIA board in March 2004 after he made remarks about Myriam Bedard, a two-time Olympic medallist and former VIA employee. It is unclear what impact the appeal court decision will have on Pelletier's court case against his second firing, which is still before the courts. Pelletier, who served as former prime minister Jean Chretien's office chief of staff and mayor of Quebec City before that, has filed a \$3.7 million lawsuit against the government. Prime Minister Stephen Harper said last year the Martin government fired "people without due process," including Pelletier. (Ottawa Citizen, Jan. 12)

**VIA LAUNCHES THE SNOW TRAIN EXPRESS:** VIA has launched a new seasonal departure from Edmonton to Jasper that will run for 15 weeks from January 12 to April 22, 2007. Added is a westbound Friday departure from Edmonton, and a Sunday departure from Jasper, utilizing VIA's Panorama (fully domed) observation cars. It supplements the *Canadian*.

Train	Edmonton to Jasper	Train	Jasper to Edmonton
7	16:00 - 22:00 (Friday)	8	17:30 - 23:30 (Sunday)
1	08:55 - 11:48 (Thurs/Sat/Mon)	2	12:20 - 17:30 (Wed/Sat/Mon)

**VIA HOTEL:** *VIA Hotel* is the proposed brand for a new sleeper



bedroom in both the Manor and Chateau cars. A full-size model was built according to VIA specifications, in consultation with VIA's engineers and specialists. Many customer advantages were incorporated such as forward-facing seats, heating and air conditioning controls. Ease of maintenance and environmental considerations were also attached in the design process. The project includes plans and drawings for a full sleeper (with seven bedrooms) and a Park car equipped with one deluxe bedroom, one wheelchair accessible bedroom, a storage locker, and a completely redesigned lounge, bullet end and dome seating area.

An interior overhaul of the HEP 1 fleet would be less costly than purchasing a new fleet, but further development of this proposal will require the building of a fully functional prototype, detail engineering, and research into customer reaction. These next steps would require capital funding, which VIA has proposed as part of its corporate plan which has been submitted to Ottawa for discussion. (Vialogue, Winter 2006)

**VIA 6400 TO HIT THE ROAD:** F40PH-2 locomotive 6400, which was completely refurbished in 2006, is currently undergoing a battery of tests to ensure that the overhaul met VIA specifications, and will go on tour to several Canadian cities in February 2007. (Vialogue, Winter 2006)

## OTHER PASSENGER

### GOVERNMENTS AND GO TRANSIT TO MAKE INVESTMENTS:

Canada's New Government, the Province of Ontario and GO Transit announced on December 20 the restoration of Sunfish Pond, the addition of a third mainline track between Burlington and Bayview Junction, and improvements to GO Transit's Aldershot and Burlington stations in the Lakeshore West rail corridor. Construction on this portion of the Lakeshore West rail corridor is valued at \$72 million, with \$3.1M allotted for construction at the GO Aldershot Station, \$5.5M for Sunfish Pond and \$4M for the GO Burlington Station. Construction on this portion of the Lakeshore West rail corridor began in June 2005 and is anticipated to be complete by September 2007. GO will eventually add more trains to better serve riders, including all day service to Aldershot. Work being carried out includes:

- the addition of a third track from just west of Burlington GO Station to Bayview Junction, near the Royal Botanical Gardens;
- the construction of a retaining wall adjacent to Sunfish Pond to ensure that there are minimal impacts to the pond and/or the existing shoreline;
- the replanting of native vegetation in areas around Sunfish Pond that were cleared as part of track construction;
- the construction of two pedestrian tunnels and new elevators that will be accessible to persons with disabilities at Aldershot and Burlington stations; and
- the widening of the south platform at Burlington Station to accommodate the new track, and extending the other platforms at Burlington and Aldershot stations to accommodate GO's 12-car trains.

This expansion is part of the GO Transit Rail Improvement Program, a billion-dollar expansion initiative funded by the federal and provincial governments and local municipalities, through the Canada Strategic Infrastructure Fund. (Transport Canada, Dec. 20)

**ALSTOM BACK IN COURT IN BATTLE WITH BOMBARDIER:** Alstom Canada fired another salvo in its court fight to stop Bombardier from starting work on a \$1.2-billion contract to build 336 subway cars for the Montreal public transportation system. In a petition filed before Quebec Superior Court, Alstom asks for an immediate safeguard order to halt preliminary work on the contract it claims has already started between the Société de transport de Montreal and Bombardier, even though its court challenge of the awarding of the contract without a public bidding process is still continuing. The court document argues that the order is necessary to maintain the legal principle of "equality of bidders" since indications are the court will not actually hear the merits of its case about the awarding of the contract until early next summer. Alstom Canada "will suffer from serious and irreparable prejudice" if the safeguard order is not granted and it has to conform to a project design designed and directed with the industrial and technological capacity and input of its competitor Bombardier in mind, the petition states.

The Quebec government gave the go-ahead for the STM to

negotiate exclusively with Bombardier last May. But Alstom, in a court challenge filed in late June, maintains the government's decision violates Quebec law that states that provincial transit commissions must proceed with public tenders if the contract value is above \$100,000. Interviews with Alstom officials have taken place as part of that court case. Bombardier spokesperson Genevieve Dion said that the company had just received the document and given the holidays, the court is not expected to rule on the petition until early in January. (Montreal Gazette, Dec. 21)

**STEAM RAILWAY ON TRACK TO SUCCESS:** December's four sold-out Christmas Express trains capped a record ridership season for the Kettle Valley Steam Railway in 2006. "The final figure was 23,000, and that's the best ever in our 12 years of operation, and we're thrilled," said Jo Ann Reynolds, the Summerland (BC) railway's marketing manager. "We're seeing more Okanagan residents on our trains, which is really great because they're experiencing a piece of our history, and that's what we want to share." The non-profit railway's reputation as a first-class tourist attraction is expected to be bolstered in a big way in the new year. The Public Broadcasting Service was on board the train during the summer to shoot some footage for an upcoming March special on steam train adventures. "We are the only railway in BC that will be featured," said Reynolds. "They (PBS) did a lot of research and they certainly understand what people like, and the fact they chose us says a lot about what we have to offer." Recent negotiations with Summerland council have also improved the society's financial picture and the spirits of the society members who operate the attraction. "I think it's going to be a great year in 2007, and we see a very bright future," said Reynolds. (Okanagan Saturday, Dec. 23)

**NEW YORK SUBSIDIZES THE ADIRONDACK:** As part of 60 million in state rail project funding, New York State will spend \$5 million each year for three years to subsidize Amtrak's Adirondack Service which runs from Albany to Montreal. (Albany Business Journal, Dec. 16)

### COUNCIL KILLS LIGHT RAIL, BLAMES FEDERAL GOVERNMENT:

Ottawa City Council killed the north-south light-rail project by a narrow vote, placing the blame squarely on the federal government. The \$880-million project was seven years in the making, but it died by a vote of 13 to 11, with Mayor Larry O'Brien voting against it. A majority of councillors rejected the electric line from the University of Ottawa to Barrhaven, despite the guarantee from a group of companies chosen to build it that they would sue the city if council didn't approve the line. After the vote, officials from the companies, led by Siemens, had no comment, but in a letter this week they said if the project was cancelled, they would "pursue any and all legal actions available to us." O'Brien and many of the councillors who voted against the project said the city would work hard to limit any potential financial harm stemming from the decision, and that estimates of hundreds of millions in damages are overblown. He said his chief reason for voting against the project was the downtown portion of the project. O'Brien said he will now appoint a task force to come up with a better mass transit plan for the city in the next six months.

The resolution that defeated the project said city council was terminating the system because it couldn't meet its financial obligations due to the federal government's failure to come through with a \$200M commitment by the December 14 deadline. The provincial and federal governments had agreed to contribute \$200M each toward the project. Yesterday morning, the provincial commitment was in city officials' hands, but the federal commitment didn't arrive despite repeated reassurances by the Treasury Board president John Baird, that it would be there regardless of what council did. When asked why the city hadn't received the money, city manager Kent Kirkpatrick simply said: "I don't know." However, Baird's spokesman, Patrick Robert, said the federal government's promise of \$200M for transit for Ottawa was there. "That commitment is still solid even today after this decision," said Robert. (Ottawa Citizen, Dec. 15)

### ROCKY MOUNTAINEER HEAD HAS A CONTINENTAL 'DREAM':

Peter Armstrong's Armstrong Hospitality Group should end the year with about \$180 million in revenues. Most of that will come from the 140,000 passengers - "guests," Armstrong calls them - who'll have paid an average of \$1,000 each to ride aboard the deluxe



trains his Rocky Mountaineer Vacations firm runs to Whistler and beyond, and along the Yellowhead and Kicking Horse route to Banff and Jasper. Ever the promoter, Armstrong said Tuesday: "If you're going to say how much we earn, say we have a holiday-season return to Whistler for \$99." With former Conservative MP Jim Gouk's urging, he's planning a 2008-2009 route south from Calgary via the Crow's Nest Pass to Nelson. Entry costs for that would be \$35M to \$40M for 10 new cars, and \$2M for a pair of refurbished locomotives. Beyond that, Armstrong's "dream for some years" has been "some kind of transcontinental service." Unlike the other Rocky Mountaineer itineraries, which put travellers into hotels overnight, this one "could be sleeping-car service; I have to be somewhat vague." That's because others have considered doing the same. It would also put Armstrong into another business relationship, and doubtless another fight, with the route's present monopoly operator, VIA Rail Canada.

There was no such vagueness in late-1992, when Armstrong's three-season outfit - then called Great Canadian Railtour - had lost \$6.3M, owed \$800,000 (much of it to hoteliers in overnight-stop Kamloops), and basically had nothing for a week-away payroll. Further, GRC was about as popular as a burning trestle with VIA, from which Armstrong had pried the all-daylight train service in an early example of federal-government privatization policy. The story of that brinkmanship period is recounted in author Paul Grescoe's 344-page Trip of a Lifetime: The Making of the Rocky Mountaineer. Rare for an authorized book, it includes then VIA evp Jim Roche's assessment of Armstrong as "smarmy and unctuous." In the relevant chapter, Grescoe reports how a tough deal saw Calgarians Sandy Slaytor and Mike Phillips add \$1.1M to their \$2.5M investment, thereby saving the fledgling company. Then-Deputy Prime Minister Don Mazankowski's executive assistant, Dave Allin, also recalls VIA boss Ron Lawless or another official saying of GCR: "They are not going to make it. You cannot run a profitable private-sector rail line in Canada -- you cannot do it." Bad call. Today, sole-owner Armstrong figures someone like British mega-entrepreneur Sir Richard Branson could - and should - run a very profitable private rail operation on VIA's eastern corridor routes: "I don't have the capital to do that, but the opportunities are immense, as we see from the 50 countries that have privatized passenger rail." (**Vancouver Sun**, Dec. 14)

**TORONTO STREETCAR CONTRACT IN LIMBO FOR BOMBARDIER PLANT:** A streetcar refurbishing contract which Thunder Bay's Bombardier plant appeared to have won is being sent back to the budget table by the Toronto Transit Commission. Last summer, the plant was the lone bidder on a \$110-million contract to refurbish 96 older streetcars and then-TTC chairman Howard Moscoe predicted the contract would be awarded by the fall. However, new TTC chairman Adam Giambrone says the commission is now looking at replacing the entire 195-streetcar fleet, rather than refurbishing half of it. Toronto's streetcar fleet is nearing the end of its reliable lifespan and the estimated cost of refurbishing all 195 cars is \$245 million. Replacing them would cost more than double that, at the going rate of \$3 million per car. Toronto's current streetcars were built in Thunder Bay in the 1970s. (**Canadian Press**, Dec. 27)

**GO TRANSIT STRUGGLES WITH CREW CHANGES:** GO Transit riders faced delays on the Lakeshore train line for the second day in a row. The public transit system struggled the first day back to work for many Torontonians, with multiple train delays on the Lakeshore line blamed on employee cuts. CN, which provides crews for Lakeshore trains, recently cut the number of engineers on each train from two to one at the request of GO Transit to save money. Crews had consisted of four workers - two engineers, a conductor and an assistant conductor - but under the restructuring have been cut to three. "With new procedures, we just basically had some teething problems in terms of getting up to speed," said CN spokesman Mark Hallman.

Two unions - Teamsters Canada Rail Conference, which represents engineers, and the United Transportation Canada, which represents conductors - filed grievances about GO's request for the change, but a federal labour arbitrator ruled that the decision fell within the collective agreement. The restructuring means 34 engineers have been reassigned from GO trains to CN's freight service. CN spokesman Hallman says that everybody is still getting "up to speed with the new procedures." But he adds that train service improved as the day progressed Tuesday, with peak on-time

performance at 91%. (**CBC News**, Jan. 3)

**BOMBARDIER WORK COMES TO QUEBEC PLANT:** Graffiti artists in Toronto may be partly to blame for Thunder Bay's Bombardier plant losing a piece of a \$548-million subway car contract. Bombardier confirmed that the stainless steel walls and roof components of the 234 subway cars will be manufactured at its plant in La Pocatiere, Quebec. The Thunder Bay plant, which specializes in aluminum rail cars, does not have robotic technology for spot welding stainless steel - the preferred metal for removing graffiti. The Toronto Transit Commission sole-sourced the subway contract to Bombardier, in part because of a commitment to build the cars in Ontario. The project was expected to create five years of work for about 300 employees at the Thunder Bay plant. CAW Local 1075 president Paul Pugh estimates the stainless steel work represented about 10% or less of the total TTC contract. "We certainly were hoping that work would be done here, but that's not the case," said Pugh, who represents workers at the Thunder Bay plant. The majority of the manufacturing will still be carried out in Thunder Bay, including assembly and wiring of the wall and roof components from Quebec. Bombardier spokesman David Slack said that Bombardier will adhere to its TTC commitment to have 83% of the direct labour manufacturing hours and associated costs remain in Canada, with 75% of that to come from Ontario. The first of 234 new-model subway cars is scheduled to roll out of the Thunder Bay plant in 2009, with the contract completed by 2011. (**Canadian Press**, Jan. 4)

## REGIONAL / SHORTLINE NEWS

**CITY'S RAILROAD A THROWBACK COSTING \$1.3M:** A plan to sell off the city's railroad has been stuck at the station for more than a year, but it hasn't jumped the track. The city's water and waste department has operated a little-known rail line for the last 90 years. It's one of the more obscure assets the city owns, and Mayor Sam Katz has occasionally made it a symbol of inefficiency and old-fashioned thinking at city hall. Plans to sell off the rail line or contract out the service first surfaced well over a year ago, but little progress has been made since then. Called the Greater Winnipeg Water District Railway, it's more than 100 km of track running the length of the aqueduct from Shoal Lake, the Ontario lake that provides Winnipeg with its drinking water. It covers some relatively remote terrain that's not easily accessible by road. The rail line is used to transport manpower and materials along the aqueduct for maintenance, and it brings chlorine and other supplies to the intake facility at the lake. It costs about \$1.3 million a year to operate plus some occasional capital costs to spruce up the track.

In his state of the city speech almost a year ago, Katz promised to explore ways to do away with the railroad, in part as a good-will gesture to the province. At the time, the NDP government was facing a \$15M bill to rebuild the city's rail bridge over the floodway as part of the floodway's expansion. That kickstarted research into different ways the city could ship chlorine to Shoal Lake and monitor the aqueduct without a complete rail line. Since then, the issue of the railway's fate has largely fallen off the radar, especially since the province decided it was no longer necessary to rebuild the bridge over the floodway. But plans are still afoot to find a cheaper way to deliver chlorine to Shoal Lake and maintain the aqueduct. That could mean using hybrid vehicles able to travel on roads and rail lines, and tearing up and selling off the unnecessary chunk of rail line. Or it could mean simply tendering out the service to a private rail company able to transport the material more cheaply, said Swandel. (**Winnipeg Free Press**, Jan. 5; thanks to Jim Lewis)

**MUNICIPALITY AGREES TO ENTER INTO A PROCESS TO PURCHASE CSX RAILWAY LINE:** The Municipality of Chatham-Kent Council has agreed to proceed with a valuation process that will ultimately result in the purchase of the CSX Chatham-Wallaceburg railway line. In November 2006, CSX formally notified the Municipality of its decision to discontinue service on the Chatham-Wallaceburg railway line and to sell the line. Under the discontinuance/abandonment provisions of the Canada Transportation Act, CSX was obliged to first offer the line for sale to private industry. As private offers to purchase the railway line were declined by CSX, the next, and final, step in the process was offering the line to Provincial and Municipal levels of government. As the Provincial Government has declined the offer to purchase,



the Municipality will proceed through a defined process that will result in an offer to purchase the line at net salvage value. "The Municipality could not permit the discontinuance/abandonment of this line, without time to review the rail business. It is essential that we preserve the option of continuing service. It is anticipated that the loss of this railway line would create a significant blow to the existing industry and various businesses in the northern part of the municipality and would create an impediment to attracting new industry to the area," says Mayor Randy Hope. "In particular, the community of Wallaceburg is already facing severe economic challenges with the closure of several local manufacturing businesses. Any further industrial decline in the community of Wallaceburg will be devastating." While the process of establishing the net salvage value of the line is ongoing, Chatham-Kent will be constructing a business case to consider the option of running a short-line rail service on this line. Communities such as Guelph and Orangeville currently run short-line rail services to keep their communities connected to Canada's major rail lines. If a value cannot be agreed upon, the Municipality and CSX will apply to have the value determined by the Canadian Transportation Agency. (Chatham-Kent release, Dec. 18)

**RAIL OPERATION MARGINAL: SRVI:** Six months into Southern Railway of British Columbia's operation of the E&N rail line things are much as they began. Now -- as on July 1 when SRVI took over freight and passenger service on the Island Corridor Foundation-owned track between Victoria and Courtenay -- the problems are much the same. A lack of freight, and the increasing likelihood that herbicides will be used along the rail for weed control despite near uniform objection along the line, remain among the big issues facing the railway. John van der Burch, SRVI's president says he's committed to the railway but issued a blunt assessment of its current fortunes via an e-mail to Parksville Qualicum News. "With no increase to freight the operation is marginal and can not generate enough revenue to replace the needed infrastructure," he says. The freight problems, van der Burch says, stem from difficulties obtaining right of way on CN-owned tracks to Tilbury -- the access point on the mainland where rail cars are loaded for passage to the Island. "We are still unable to have a direct connection to the Island," he says. "We are still negotiating with CN in an effort to gain the much-needed direct access. This is key to develop freight business."

Van der Burch also addressed the contentious issue of weed control along the line's length, defending the likely use of chemicals. "The future viability of the railway has become largely dependent of vegetation control on the line," van der Burch continues, adding track stability, ease of inspection, the potential for fires and the attendant safety hazard are all among the reasons for getting the uncontrolled growth of weeds under control. Spraying of chemicals will not be done outside the 16 foot ballast section of the track, he added. Regional District of Nanaimo chairperson Joe Stanhope sits on the ICF's board and remains adamant that the use of chemical herbicides should not be considered as an alternative. "There are other ways of doing it. We've engaged a company that is looking at all the angles," says Stanhope. One light at the end of the tunnel for the E&N's future viability may be the establishment of some form of commuter rail, most likely to occur between Langford and Victoria. "We believe it is very workable, however it will require some form of government subsidy," says van der Burch. Despite the problems, van der Burch said, "We still feel very positive about the railway but it will take time to rebuild the business." (Parksville Qualicum News, Jan. 2)

## OTHER INDUSTRY NEWS

**ROADS DETERIORATE AS RAIL LINE ABANDONMENT INCREASES:** Rail line abandonments are putting more commercial traffic on roads and worsening Canada's crumbling road infrastructure, the Association of Manitoba Municipalities was told. "It's time we stopped it," said Jack Hayden, who served on the national task force on cities for the former Liberal government and is a former president of municipalities in Alberta. Rail line abandonments have dramatically increased the number of commercial trucks on the road. But one big rig pulling a tandem trailer is the equivalent of 60,000 passenger cars, in terms of wear and tear to a road, Hayden said. Yet deregulation in the 1990s has allowed rail lines to be abandoned with greater ease and frequency, he said. Next up for abandonment in Manitoba is the 130-kilometre rail line that runs from Morris to

Mariapolis, south of the Trans-Canada Highway. Hayden questioned why deregulation allows the Southern Manitoba Railway to rip up the track and sell the steel at great profit at today's metal prices, when the steel was paid for by taxpayers ages ago when the line was built. Canadian railways are being allowed to tear up lines when everywhere else countries are building more lines because it's cleaner environmentally, and cheaper to ship freight. Rail lines are just one piece of the puzzle so far as rebuilding Canada's infrastructure, Hayden said. Another piece is to make Ottawa and the provinces put all the taxes they collect on gasoline back into rebuilding roads. Ottawa recently agreed to return two cents per litre to municipalities. It's gasoline tax is 10 cents per litre, plus GST, on total gasoline sales. Hayden also favours hotel taxes to increase revenue for municipalities, saying that visitors benefit from infrastructure, too. "What's scarier is if your infrastructure gets to the point where it collapses." He said municipalities should share services and equipment more, and co-operate more on administrative functions. (Winnipeg Free Press, Nov. 28, thanks to Jim Lewis)

**TRESTLE WORK WILL CONTINUE THROUGH THE WINTER:** Workers are putting in long days rebuilding the trestles in Myra Canyon in BC, but during this cold weather, and under a dump of snow, it's even more challenging than usual. There were hopes the work would be further along at this point, reports Leigh-Ann Johnson, manager of Katim Enterprises, which is coordinating the rebuilding efforts. However, because it's taking more time than expected, work will continue through winter instead of taking a break she says. There are also challenges with suppliers, sub-contractors and a continuing effort to find labourers because of the bustling economy and low unemployment rate. By working up there through the winter, she says there shouldn't be any change to the schedule for re-opening the popular recreational route by next fall. The work on trestle four hasn't risen above the foundations yet, but it's close. An A-frame has been constructed with a cable to carry lumber in the air to the cavity where the new trestle will rise to carry people across the gap in the historic Kettle Valley Railway corridor. With the rails gone, this became a recreational route for hikers and cyclists until the firestorm of 2003 when most of the wooden trestle bridges burned. Once they are all rebuilt it's expected this will once again draw tens of thousands of visitors to hike and cycle this particularly historic and scenic section of the Trans Canada Trail. Work is also going on at the other end of the canyon, where trestle 11 is nearing completion, with 10 of 17 bents in place. The rail corridor seems to cling to the side of steep cliffs as it winds through Myra Canyon, leaving little space for normal construction activity. "You have to be innovative, creative and organized," comments Johnson. Although the lumber is already being ordered and purchased for next season's work, bids for re-construction of the final trestles, numbers five through nine, haven't yet gone out. (Kelowna Capital News, Nov. 29)

**CVRD VOTES TO REBUILD RATHER KINSOL TRESTLE:** The Kinsol Trestle across BC's Koksilah River canyon will die but it will rise once again to be Canada's longest, highest wood- construction railway span. Months ago, the BC Ministry of Transportation committed up to \$1.5 million for the demolition of the condemned structure. On November 29 the Cowichan Valley Regional District board finally passed a September recommendation to support a non-profit fundraising society to find \$1M in local contributions, leaving a push to repair the trestle instead of replacing it out of the equation. The CVRD will also have to help in coming up with the remaining \$1.7M to complete the estimated total of \$4.2M needed to replace the original trestle with a modified design. In the sense of the height and length of the railway span, the replacement will be a full-scale replica. To replace the trestle as originally built in 1919, with 700,000 board feet of timbers would cost an estimated \$6M. (Lake Cowichan Gazette News, Dec. 7)

**TRENTONWORKS WORKERS MARCH AGAINST COMPANY'S OFFER:** Unionized workers at the TrentonWorks railcar plant in Nova Scotia staged a protest against the latest contract offer from the company. Nearly 250 workers marched through Trenton to the plant. The employees, members of the United Steelworkers union Local 1231, have refused to even vote on the latest offer from Greenbrier, which owns TrentonWorks, calling it insulting. Dave Fanning, the president of the local, said he hoped the demonstration would convince the company to come up with a better offer. Following the protest, Greenbrier agreed to return to the bargaining



table January 8. The company has laid off hundreds of workers, blaming a drop in US demand. The last contract expired at the end of October. The union has said the company is demanding major concessions in benefits and wages. (**Canadian Press** Dec. 8)

**GOVERNMENT TAKES STEPS TO IMPROVE CANADIAN RAIL SAFETY:** Lawrence Cannon, Minister of Transport, has announced a full review of the Railway Safety Act. "Canada's Government takes the safety of the Canadian rail system very seriously and is committed to ensuring that appropriate levels of safety are maintained," said Cannon. "A full review of the Railway Safety Act by an independent panel ensures that Canada will have modern, efficient rules and regulations for rail companies." Since 2002, there has been an increase in railway accidents and main-track train derailments in Canada. Most recently, in 2005 and 2006, derailments led to fatalities, serious injuries and significant environmental damage in British Columbia, Alberta and Quebec. Within the parameters of the existing Railway Safety Act, which came into effect in January 1989, Transport Canada has taken significant safety enforcement actions across Canada to reduce the number of derailments. "A strong and safe rail industry is vital to our economy and environment," added Cannon. "It is time for Canada's rail sector to work under rail safety legislation that is in step with development in the industry and with other transportation modes."

This review will provide the opportunity to not only improve the Railway Safety Act, but also to generate new rail safety ideas in Canada." The Minister will announce the members of the independent panel in the new year. The panel will be expected to submit its report in the fall of 2007. Cliff Mackay, president and ceo of the Railway Association of Canada said the industry welcomes the Minister's announcement. Mackay said RAC's 56 freight and passenger members will cooperate fully with the review. In the 10 years since the last review, Canada's railways have become the safest in North America, freight traffic has increased 25% and passenger volume has grown to 63 million annually, said Mackay. (**Transport Canada, RAC**, Dec. 14)

**BANGOR METAL'S BONANZA:** Bangor Metals Corp., formed with the merger of Brute Manufacturing and Knoch Manufacturing of Cambridge and London Ontario respectively, has grown rapidly in the last 18 months, adding 200 employees. Part of the reason for this growth is that Bangor is now supplying locomotive cabs for Electro-Motive Diesel in London from their locomotive cab plant in Cambridge. Bangor starts with sheet steel, and produces fully finished cabs, complete with seats, controls and everything an operator needs, that are just bolted in place and plugged into a wiring harness. (**Kitchener-Waterloo Record**, Dec. 16; thanks to Steven Hoshel)

**RAILPOWER ANNOUNCES RECEIPT OF EPA CERTIFICATION FOR ROAD SWITCHER LOCOMOTIVE:** Railpower Technologies Corp. has obtained U.S. Environmental Protection Agency ("EPA") certification, as required by U.S. government regulations, for its three-engine road switcher locomotive (model RP20-BD). Railpower is the first locomotive manufacturer to obtain EPA certification for a three-engine genset locomotive. "Obtaining EPA certification for our road switchers further validates the environmental benefits of our technology," said José Mathieu, President and CEO of Railpower. "Our three-engine configuration offers flexibility in power utilization which results in significant fuel savings and the highest emissions reduction in the industry. We believe we offer the cleanest road switcher locomotive available to North American railroads." On November 14, 2006, the Company reached an agreement with a major customer in order to accelerate contract payment terms on its locomotives, subject to certain conditions. Among these conditions, the Company was required to obtain EPA certification for its RP20-BD road switcher locomotives at the latest by January 15, 2007. Railpower's RP-Series road switchers can provide fuel savings of up to 35 percent and reduce NOx (Nitrogen Oxides) and other particulate emissions by approximately 80 percent. (**Canada NewsWire** Dec. 27)

**CN AND CPR EXCEED WESTERN GRAIN REVENUE CAPS FOR CROP YEAR 2005-2006:** The Canadian Transportation Agency has announced that the revenues of Canadian National and Canadian Pacific for the movement of Western grain exceeded their revenue caps for crop year 2005-2006. This marks the first time that both of the railway companies' caps have been exceeded during the

same crop year. In 2000, the Government of Canada established the ceiling on maximum revenue to be derived from the movement of grain from Prairie origins to terminals at Vancouver, Prince Rupert, Thunder Bay and Churchill. For 2005-2006, CN's grain revenue of \$398,438,496 was \$2,700,949 above its revenue cap of \$395,737,547 while CPR's grain revenue of \$396,537,502 was \$1,495,535 above its revenue cap of \$395,041,967.

Under the Canada Transportation Act (CTA) and the Railway Company Pay Out of Excess Revenue for the Movement of Grain Regulations, CN and CPR now have 30 days to pay their respective excess amounts, in addition to a five per cent penalty. Payment will be made to the Western Grains Research Foundation (WGRF), a farmer-funded and directed organization set up to fund research that benefits Prairie farmers. The CTA requires the Agency to determine each railway company's revenue cap annually and whether each cap has been exceeded by the railway companies. In the course of its determinations for 2005-2006, the Agency examined and verified detailed railway company submissions of grain traffic and revenue information. (**CTA Release** Dec. 29)

**SCIENCE AND TECHNOLOGY MUSEUM NEEDS \$400M HOME: DIRECTOR GENERAL:** A permanent home for the Canada Science and Technology Museum will require \$400 million, says the museum's director general, "even though the federal government deems that too expensive. Treasury Board President John Baird said in the Ottawa Citizen the museum's current plan - which has been scaled down from an original \$800 million proposal - is still unaffordable. Director general Claude Faubert said the proposed cost for a new museum building reflects its required size. He told CBC a science and technology museum building cannot be built for \$140 million like the new war museum, because his facility needs more space. "We know what the museum needs, we know what the collection needs in terms of storage, we know the stories we have to tell, and therefore we're working on developing the right size of institution." Faubert said the museum wants to be able to display 30 or 40 per cent of its collection instead of the six per cent shown at its current home - a former bakery that was intended to be temporary, but has housed it for 40 years and is "showing some wear and tear." "Part of the collection we would never be able to display in this building because it does not meet basic conservation requirements," Faubert said. He added that the museum continues to work on a business case for a new building, despite Baird's comments. "For us, it's business as usual," Faubert said. "We're very focussed on a very specific request from the government to develop an actual plan." (**CBC News**, Jan. 3)

**CANADIAN RAIL TRAFFIC DOWN FOR YEAR:** Canadian rail carload traffic, which includes the US operations of Canadian railroads, was down 4.2% in December 2006 to 268,234 units. For the fourth quarter of 2006, Canadian carloads were also down 4.2% to 934,528. For all of 2006, Canadian carload traffic totalled 3,844,456 units, down 1.9%. In 2006, chemicals, grain, metallic ores, coal, and motor vehicles and equipment were the five highest volume commodities carried in carload service by Canadian railroads. Canadian intermodal traffic rose 4.8% in December to 167,529 units; rose 3.1% in the fourth quarter to 595,083 units; and rose 5.1% for the full year to 2,356,978 trailers and containers. Combined cumulative rail volume for 2006 on 15 reporting US and Canadian railroads totalled 21,224,558 carloads, up 0.7% from 2005, and 14,639,199 trailers and containers, up 5.0% from 2005. (**AAR**, Jan. 4)

**TRENTONWORKS CALLING BACK EMPLOYEES:** TrentonWorks started calling back laid-off employees to build railway flatcars for a contract won last August. The 300-car job will employ 300 workers until mid-April, plant manager Bob Hickey said. That means bringing back 250 of the laid-off employees. The company is actively seeking more railcar orders, he said. TrentonWorks' parent company, Greenbrier of Oregon, has designated the plant to build specialty orders, so the company is aiming at that type of contract, Mr. Hickey said. Trenton has also won a non-railcar order for an Alberta client, Mr. Hickey said. The contract is a small one in the industrial fabrication field, but it's "a foot in the door." That contract may employ more people or may mean keeping the called-back workers longer, he said. Trenton employees who are members of United Steelworkers Local 1231 have been without a contract since November and are in the conciliation phase. (**The Chronicle-Herald**, Jan. 10) ■



# ***Down by the Shop - Winter Railroading with the Dirty Hands Club***

By Philip B. Jago; All Photos by Doug Campbell

Ordinarily, the "Shop" column is an account of current exploits of Bytown's "Dirty Hands Club." This article takes a step back in time – not too far, but certainly to last winter. It is prompted by the euphoria arising from this writer's memories of working as a section man for Canadian Pacific at Brockville, Ontario, during Christmas Holiday periods in the 1970s. The article appeared in the December 2005 issue of **Branchline**.

I last shovelled out a switch in January of 1978. At the time, I never realized that I would be engaged in similar activity some 27 years later, on December 17, 2005. The day was one of those rare mid-winter weekends when there was no hockey and no bus ride to some out-of-the-way rink, the perfect opportunity for a mid-season reunion with the Dirty Hands Club.

As the accompanying pictures show, it was bright, cold and snowy. I arrived early and, to my surprise, discovered that a warm morning of activities in the restoration shop was to be replaced by instead by a series of switching movements designed to sort things out for the January to spring break up period. My good luck only improved when I got tagged to act as brakeman to veteran BRS engineer Duncan du Fresne who was already in the process of checking out ex-TNVR 50-tonner No. 10 to get her primed and ready to roll.

A number of moves were required, involving the cleaning out of both the shop switch, the picking out of the iced-over flangeways at the crossing located at the mid point of the curve on the 'main line' and the digging out of a huge snow pile that had been shoved by those responsible for clearing the Museum parking lot and that had managed to foul the trucks and couplers of former VIA/CN Baggage Car 9627 and former CN Coach 4977. As we cleaned out the snow, I remember saying to Duncan that the image was reminiscent of those old-time photos of passenger trains stuck in a snow drift out in the middle of nowhere.

The switches cleaned, the trucks and couplers freed up and the crossing duly attended to, the real railroading began. Number 10 was put through her paces along with the Museum's tractor as equipment was shuffled back and forth. The work involved moving ex-Central Vermont Crane 4251, BRS Official Car 27, ex-Central Vermont Tender 4264, ex-CP Caboose 436436, ex-CV Boom Car 4313, ex-CP Jordan Spreader 402818 and No. 10's one-time rear truck that would ultimately be sent to Montreal in October of 2006 (**Branchline**, November 2006).

Conventional railroading was eschewed in favour of heritage operations as the use of chains and even polling was required to put everything where it belonged. Over the years, BRS has become quite adept at equipment movements using the tractor and a chain. This time circumstances required that No. 10 get into the act. Fortunately, the unit comes equipped with a couple of 'rings' welded to its frame to facilitate such activities. These were applied during its tenure as a mill switcher on the Thurso and Nation Valley Railway. Before the day was over, we even got into more exotic moves as circumstances required that No. 10's 'redundant' truck be polled along the track with No. 10 providing the motive power. My last experience with such activity was watching the CP way freight crew in Brockville deal with a failed flying switch and having no choice but to use a loose track tie to get a car into the clear. Polling is a risky business but the "Dirty Hands Club" came through in style.

All too soon it was over. I helped Duncan spot No. 10, swung down and went inside to the warmth of the shop and a chance to wish Merry Christmas to the 'lads'. It would be the end of hockey season before I was back, "down by the shop." ■



*A cold, bright and snowy morning finds Engineer Duncan du Fresne getting No. 10 ready to do battle with the elements.*



*Snow piles reminiscent of 'the good old days' dwarf No. 10 and her consist of Caboose 436436, Baggage 9627 and Coach 4977.*



*Poling – certainly frowned upon in contemporary railroading – but not unheard of 'back in the day'. The "Dirty Hands Club" gets ready to 'pole' No. 10's former truck.*



# Another Local Hero

By Colin J. Churcher

In **Branchline** for May 2005 I wrote about Canadian Pacific locomotive engineer William McFall who was posthumously awarded the Edward medal for bravely staying on his locomotive as it was about to run into a washout at Alcove, Quebec. However, Mr. McFall was not the only Ottawa area railwayman who was recognized for bravery.

Merland J. Bennett was a switch tender working on the Canadian Pacific at Ottawa West on 14 February 1961. The 36-year-old yardman was standing near the Bayview Road crossing as the westbound "The Canadian" came over the bridge from the Hull side of the Ottawa River. As the train neared the west end of the platform, he saw a three-year old child playing on the tracks in the path of the train. Horrified, Mr. Bennett rushed over to grab the child, scooped up the scared youngster and jumped to the north side of the tracks, as the gleaming train picked up speed and continued on.

A Carnegie bronze medal and \$500 cash was subsequently presented to Mr. Bennett.

The citation from the Carnegie Hero Fund Commission was:

"Merland J. Bennett saved Robert McKenzie from being killed by a train, Ottawa, Ontario, February 14, 1961. Robert, 3, wandered onto a railroad crossing and stood between the rails of a track on which a train was approaching at 12 m.p.h. From the station platform Bennett, 36, railroad switch tender, saw Robert when the train was about 400 feet from him. Shouting warnings, Bennett ran toward Robert, who moved from the crossing 130 feet away onto the snow covered roadbed, but still remained between the rails. Bennett ran over the icy pavement of the crossing and stepped onto the track at a point about 110 feet ahead of the train. At that time the engineer saw Robert and Bennett and sounded the whistle but did not apply the brakes. Robert

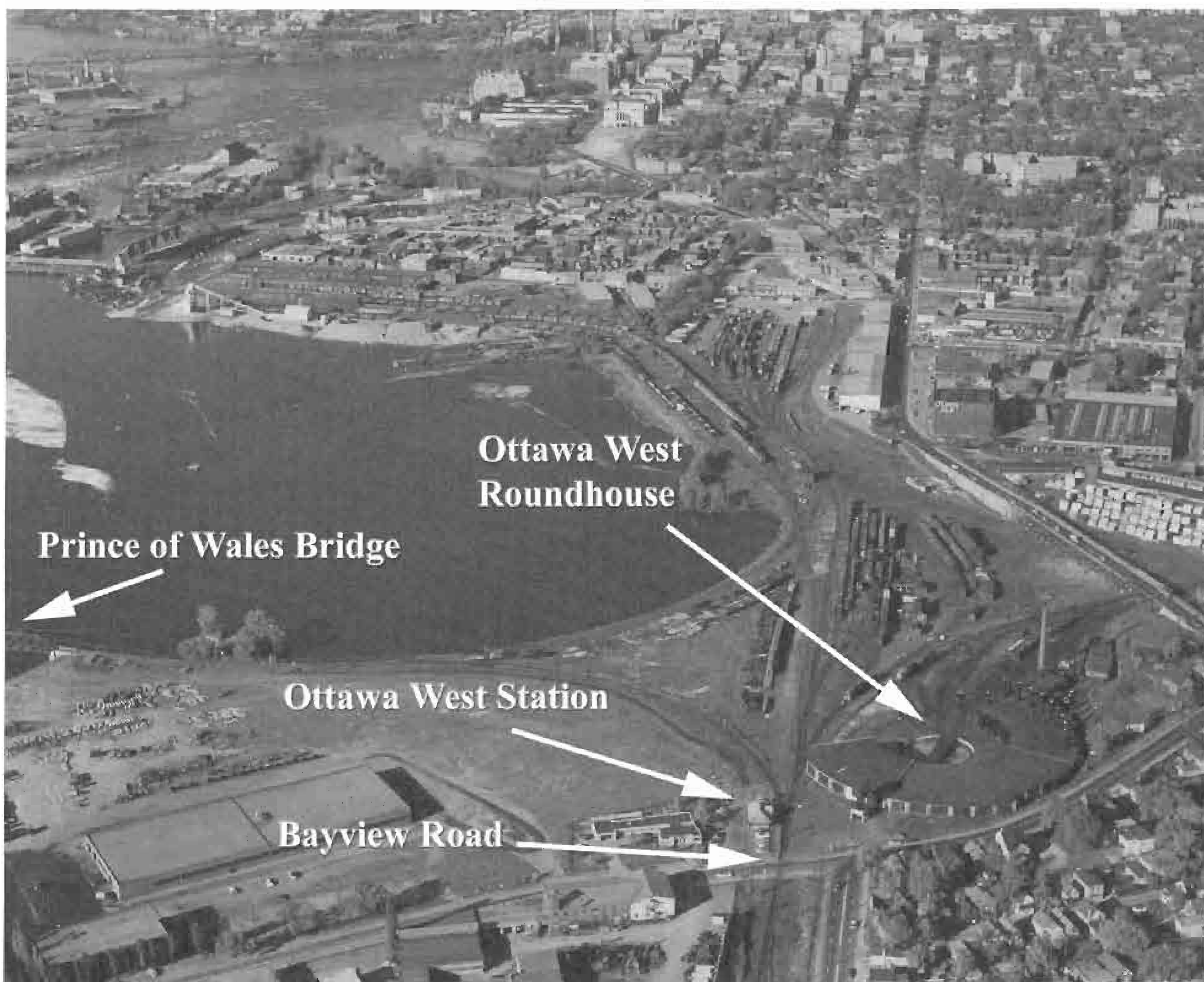
then fell between the rails to almost prone position. Bennett ran on the track ahead of the train and reached Robert. He tried to take hold of Robert's clothing but missed. On his second attempt he grasped Robert by his jacket and lifted him into his arms. Bennett jumped from the track with Robert as the locomotive approached to within 30 feet of them. The train passed at undiminished speed."

Mr. Bennett who, at that time lived on his farm at Breckenridge, Quebec, had "great respect for trains," having lost part of his right hand in a yard accident in July, 1958.

The Canadian Pacific Railway publication "The Spanner" of April 1962, page 23, has a picture showing the award ceremony. Mr. G.W. Miller of the Carnegie Hero Fund Commission is presenting the bronze medal to Mr. Bennett with CPR Smiths Falls Superintendent A.W. Harris looking on.

Sources:

- Ottawa Citizen 14 February 1961.
- Carnegie Hero Fund Commission web site:  
<http://www.carnegiehero.org/>
- Canadian Pacific Railway "The Spanner" April 1962. (thanks to Bruce Chapman)



This is an aerial photograph of the Ottawa West area illustrating the location of the incident described. The Canadian was coming off the Prince of Wales Bridge and took the curve past Ottawa West station and across Bayview Road. ■



# Letters to the Editor

**BROUGHT BACK MEMORIES:** The cover photo at Kinley, Saskatchewan, on the November 2006 **Branchline** is a very familiar scene to me as I worked for CN for 25 years in the 1950s, 1960s and until 1975. I was a Claims Agent for 22 years and travelled frequently from Saskatoon to Biggar. The photo brought back the memory of a serious accident at Kinley which I investigated.

On a bright fall afternoon in 1954 (I believe that is the correct year) an eastbound freight train with at least one flat car with lengthy poles was moving through Kinley when a large pole came loose and was propelled lengthwise into the upper portion of the station building. The Agent's wife was resting on the bed when the pole came through the west wall, moving at the speed of the train. The unfortunate lady sustained serious and I believe permanent injuries as a result of being struck by the pole.

The load of poles had originated somewhere west of Prince George and inspection of the loaded car at all inspection points between the loading point and Kinley failed to reveal how the pole in question came loose and where it came loose. Less than a mile west of Kinley (where I believe the cover photo was taken), Highway #14 crossed overhead, the track extending east and west and the highway crossing passing over the track at a south east by north west angle. The concrete walls of the overpass showed no sign that the pole in question had come loose at that point. We could only assume that the pole had come loose in the area between the overhead crossing and the station at Kinley.

I knew the agent at Kinley although I cannot recall his name. Following this serious accident he left the service of CN and I often saw him in Saskatoon where he had taken other employment. [Jim Nicolson, Nanaimo, BC]

**MORE BRANCHLINE / SHORTLINE ARTICLES SOUGHT:** While reading Duncan du Fresne's Tid Bits in the December 2006 issue, it came as a surprise to read that it would be his last column, while he writes his book. This got me thinking about the focus of **Branchline** and the demographics of its readers. As much as I enjoy reading about the steam era, I tend to think that it appears more to the 50+ age group of readers, myself at the lower end of that group. The problem with a magazine with a lot of older readers is that the subscription list tends to shrink with time.

I love the name of the magazine and enjoy articles about branchline/shortline rail operations. I would like to read more articles on this subject. I have done three articles on the topic over the last five years and would like to read more from the other areas of the country. I don't think I will be in Alberta or Nova Scotia anytime soon, so I am putting out an appeal for articles about branchline or shortline operations in your area "before CN buys them all back". Have a friend who knows the subject, read the article over, and make suggestions or catch any mistakes, then submit it to the editor. I kid Editor Earl that my cover shot on October 2006 issue is actually of a branchline operation and I would like to see more of them from across this great land.

You know you have found a shortline if the rail is older than you are, comes in 39 foot lengths, weighs 100 lbs. or less per yard, and some of the ties still have date nails, and the motive power used, when new, was steam engines. But the fact that a line still exists today and you can go to see it makes the article relevant to all age groups. Don't get me wrong; **Branchline's** other moniker Canada's Rail News Magazine is also relevant. The present day news stories and motive power page are the first I read. News stories about the new container terminals going in at Prince Rupert and that container trains will run like a conveyor belt to Chicago, intrigue me. Writing about tourist railway operations are in essence articles about shortline railways also. I urge you all to give it try because I still want to read **Branchline** 25 years from now. (Dave Hooton, Freelton, Ontario)

**GIVE US YOUR BEST RAILWAY SHOT:** Canadian Pacific Railway (CPR) is seeking photographs for a calendar to be published in 2008. The photographs will illustrate CPR lines of business, including grain, potash, coal, intermodal and mixed freight. The photographs should portray not only the diversity of CPR's Canadian routes, but also show the unique geography of both the US North-East, formerly the Delaware and Hudson territory, as well as the SOO Line's US-mid West territory. Photographs taken in all seasons will help to demonstrate the challenging range of conditions under which Canadian Pacific operates.

Only photographs taken in the last three years will be eligible. Submissions from both amateur and professional photographers are most welcome. The submissions must be received not later than June 30, 2007, and the selection process will begin on or about July 2, 2007. Photographers will be notified within 10 days if their submission is chosen. A fee will be paid for the use of the photograph. The photographer will receive 10 copies of the calendar and full credit will be given. Photographers will retain the rights to their work, however, Canadian Pacific will have the right to use the photographs for publicity purposes for a period of two years at no cost. The exact location and date of the photograph must be provided.

Submit photos for consideration to: R.C. Kennell, Manager, Heritage Services, Canadian Pacific Railway, G-1, 910 Peel Street, Montreal, QC H3C 3E4; (514) 395-7513.

Edit your photos carefully before submitting. DO NOT SEND ORIGINALS.

## Coming Events

**COBOURG, ONTARIO:** The Cobourg Model Railroaders will sponsor the Cobourg Model Train Show on **March 3** (10:00 to 16:00) at the Lions Community Centre, Elgin Street East. Adults \$4, Seniors \$3, Children \$1. Information from Ted Rafuse, 181 Armour Court, Cobourg, ON K9A 4S6; (905) 372-8375.

**NIAGARA FALLS, ONTARIO:** The 7<sup>th</sup> Annual Niagara Falls Model railway Show will be held on **March 4** (10:00 to 15:30) at the Optimist Park Hall, Dorchester Road and Morrison Street. Adults \$4, Seniors/Child \$3. Information from (905) 357-6538, or info@nfrm.ca, or www.nfrm.ca

**KINGSTON, ONTARIO:** The 18<sup>th</sup> Kingston Rail-O-Rama Model Train Show will be held on **March 17 and 18** (10:00 to 16:00) at the Ambassador Conference Resort, 1550 Princess Street (close to Highway 401 and VIA station). Model train layouts, railroadiana, historic displays, and railway vendors of all types. Information from Peter Macdonald at (613) 548-8427, or machobby@hotmail.com.

**KEMPTVILLE, ONTARIO:** Capital Promotions, DHT will present the 19<sup>th</sup> Train & Toy Show on **March 31** (10:00 to 17:00) and **April 1** (10:00 to 16:00) at the W.B. George Centre, Kemptville College, Concession Street (Exits 28 or 34 off Highway 416. Follow the signs to the Hospital). Operating layouts, Meccano exhibit, Thomas play word experience, military miniatures, British trains, model and toy train vendors and more. Food services and free parking. Adults \$5, Seniors and Teens \$3, Children under 12 \$2, family rate \$12 (2 adults/3 kids under 12). Information: www.027trains.com; H. Laing at (613) 592-9402 (days) or from Frank Steele at (613) 634-8225; e-mail: fsteale@cogeco.ca

**LINDSAY, ONTARIO:** The Lindsay & District Model Railroaders will present their 33<sup>rd</sup> Annual Model Railway Show on **April 14** (10:00 to 17:00) and **April 15** (10:00 to 16:30) at the Victoria Park Armoury, 210 Kent Street West. Adults \$5, Students with ID \$4; Children 6-12 \$2; Under 6 free. Information from Larry Murphy at (705) 328-1486 or Don McClellan at (705) 454-2746; e-mail to ldmrclub@hotmail.com; www.trainweb.org.ldmr/

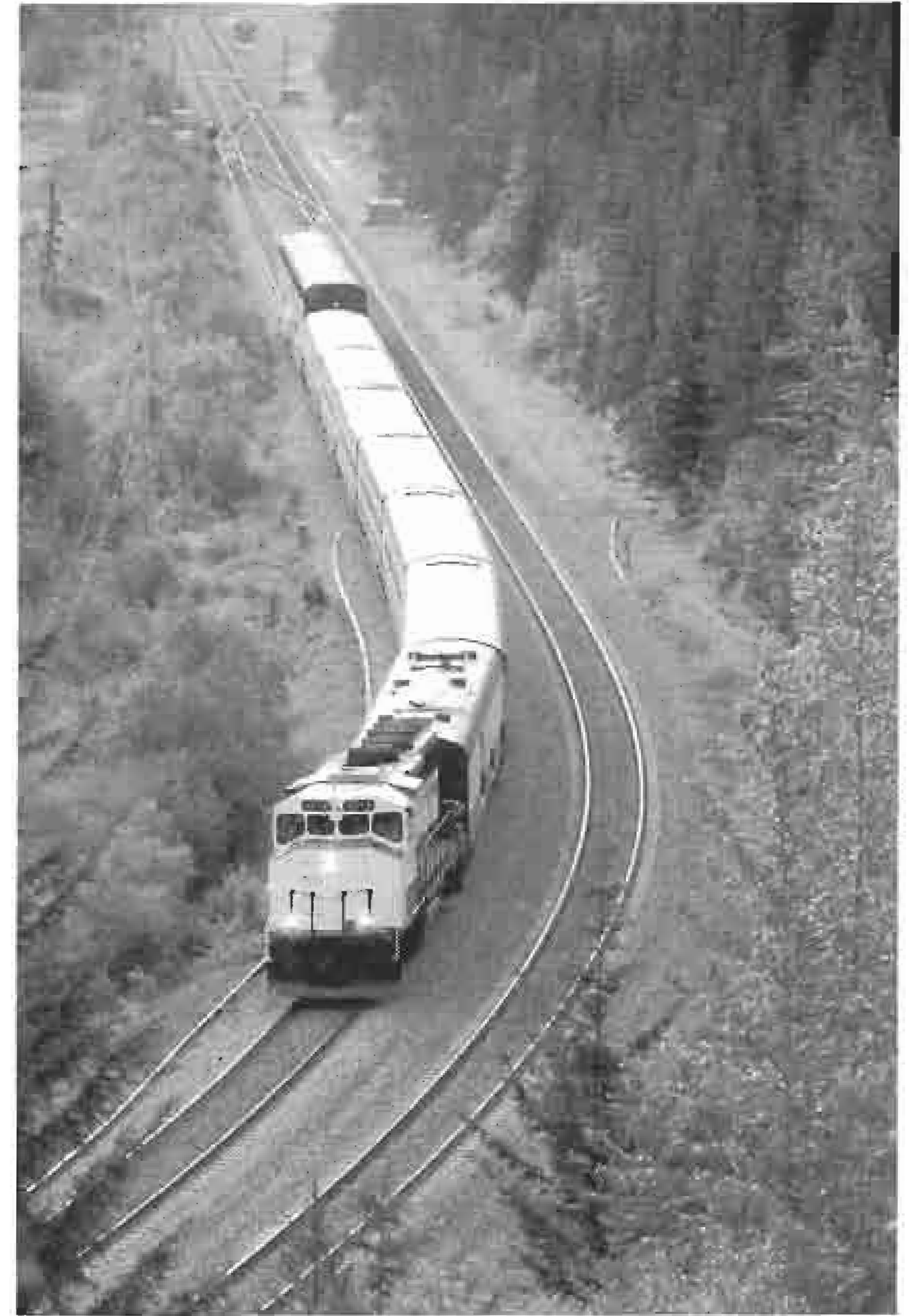
**VICTORIA, BRITISH COLUMBIA:** "Pacific Rails 2007" will be held at the University of Victoria Conference Centre from **May 17 to 21**. The convention will be jointly organized by the Canadian Railroad Historical Association and the Canadian Association of Railway Modellers, however, the convention is open to all railroad enthusiasts regardless of group affiliation. Activities should include a steam excursion on the Alberni Pacific Railway to the McLean mill, a visit to the Duncan Forestry Museum, a ride on the Esquimalt & Nanaimo Railway, and a tour of the Victoria Roundhouse and Turntable. The banquet on May 20 will feature a presentation by Robert Turner on Vancouver Island Railways. Further information from the CARM website at www.caorm.org, or from Ed Warren at (250) 752-4857, or e-mail at: e.a.warren@telus.net

**SUPERIOR COLOURS OF ONTARIO TOUR** presented by Rail Travel Tours **September 27 to October 1**. Toronto to Capreol on VIA's "Canadian" with directional running and great views on the CPR northbound and CN southbound, visit Northern Ontario RR Museum in Capreol, Dynamic Earth in Sudbury, then travel on VIA RDC service "Lake Superior" between Sudbury and White River before returning to Toronto by rail. For more details call 1-866-704-3528.

**HUDSON BAY BUGGIES & BEARS** presented by Rail Travel Tours **October 7-13**. This tour on VIA's most northern service will include a visit to Churchill, Manitoba, to take part in the annual Polar Bear migration. This tour includes travel round trip from Winnipeg on the "Hudson Bay", accommodation on the train and two nights stay in Churchill, tour of Churchill, a ride on the world Famous Tundra Buggy, and more. For more details call 1-866-704-3528.



# PHOTO CORNER



**Above:** Rocky Mountaineer Vacations GP40-2(W) 8015 with 8-car Jasper to Kamloops Train #609 at Geikie, Alberta, at 07:40 on July 1, 2004. Photo by Fred Clark.

**Top Left:** CN 4-8-4 6200 pauses at Sunnyside Station in Toronto with Train 75 - The Forest City, on September 2, 1958. No. 6200 was built by Montreal Locomotive Works in 1942. In 1967 she was transferred to the National Museum of Science and Technology in Ottawa, Ontario, and remains today displayed in front of the Museum. Photo by John D. Knowles.

**Middle:** CN year-old SD50F 5414, SD40-2(W) 5313 and another SD50F lead an eastbound unit cement train at West Edmonton, Alberta, on June 10, 1986. Photo by Ron Lipsett.



**Bottom:** TTC North Yonge Railways car 411 awaits departure at Glen Echo Terminal in Toronto, Ontario, circa 1946. The car's destination sign, Steeles, denotes it is a short turn run, not continuing the entire 12 miles to the town of Richmond Hill. There were 20 of these cars built by Ottawa Car for (Ontario) Hydro Electric Railways in the mid-1920s. Eight went to the Toronto and York Railway (409-416) and the balance (401-408 and 417-420) went to the Sandwich, Windsor and Amherstburg Railway. The Toronto cars were inherited by the Toronto Transportation Commission in January 1927. Note the advertisement for the Royal Winter Fair at the Coliseum in Toronto. Car 416 is preserved at the Halton County Radial Railway in Milton, Ontario. John Thompson collection.



CP GP38-2 3084 and GP38AC 3015 are eastbound at Mile 37 of the Galt Sub. east of Campbellville, Ontario, on November 23, 2006. The 10-car train was a positioning move for the business cars to be used on CPR's 2006 Holiday Trains. As well, it served company officials as it travelled from Calgary to Toronto via Chicago in time for the Toronto Railway Club annual dinner. Behind the power are:

Power Car 95

Business Car 73 - "Mount Royal" \*\*

Business Car 71 - "Killarney" \*

Stateroom Car 84 - "Banffshire" \*

Stateroom Car 79 - "N.R. Crump" \*\*

Business Car 82 - "Strathcona" \*\*

Business Car 77 - "Van Horne" \*

Business Car 78 - "Royal Wentworth"

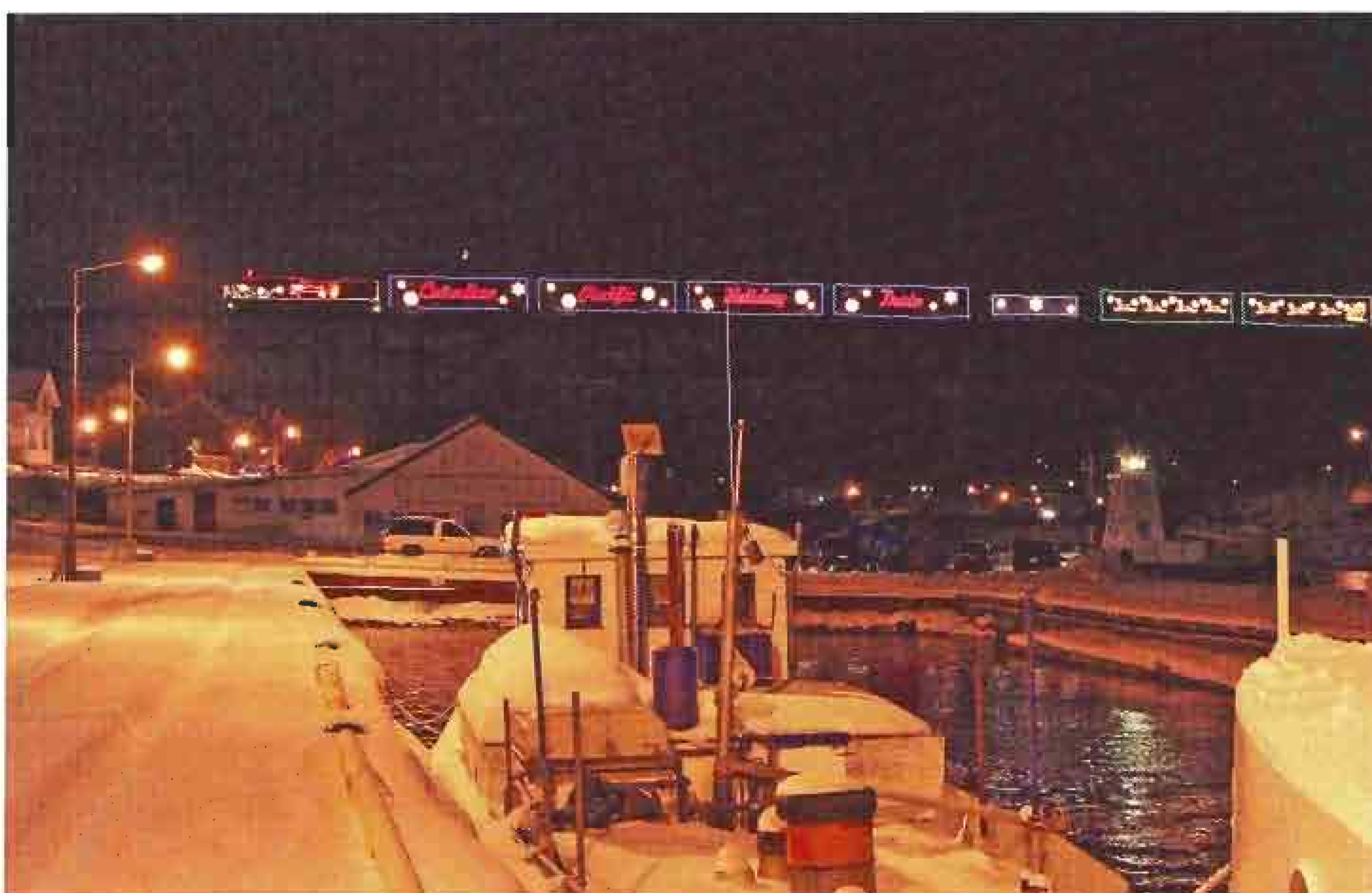
Dining Car 85 - "Craigellachie"

Business Car 74 - "Mount Stephen".

\* Cars used on Canadian Holiday Train

\*\* Cars used on U.S. Holiday Train

Photo by James A. Brown.



CPR's Canadian Holiday Train, powered by AC4400CW 9713, pausing on the bridge over Parry Sound Harbour prior to its show event at the former CPR Parry Sound (Ontario) station (now an art gallery) on December 5, 2006. This impromptu stop has occurred each time the train has operated through Parry Sound, and as usual the adjacent streets and parking lots were crowded with citizens waiting for the train to appear. As the train came to a stand on the bridge, the Holiday Train theme was broadcast from the speakers on the stage car, and could be heard clearly across the harbour and the Parry Sound downtown area. As with other events on the Holiday Trains' itineraries, the show at Parry Sound station was well and enthusiastically attended, in support of the local food bank. Photo by James A. Brown.

Back home! Former Toronto Hamilton & Buffalo Railway Business Car "Hamilton", now CP #82 - "Strathcona", is shown in the former TH&B Aberdeen Yard in Hamilton's west end. The "Strathcona" was built by CPR in 1927 for the TH&B. Here we see the "Strathcona"'s tail end festooned with Holiday regalia as she brings up the rear of CP's Holiday Train laying over in Aberdeen Yard on December 5, 2006. Photo by Bryant Barbour.







*Five 10-car GO Transit trainsets lay over at Guelph Junction (Campbellville), Ontario, on December 31, 2006. The following week saw the laying over trainsets relocated to a new storage yard east of the Milton station. Photo by Peter Ely.*

*CP ES44AC 8704, SD90MAC 9110 and a GE helper lead a westbound potash train at Saskatoon, Saskatchewan, on November 26, 2006. Photo by Kerry Rossmo.*



*Heading for CN's Algoma Central Railway: Former Rio Grande power car 253, stencilled AC 78, is at CN's Woodcrest Shop on October 20, 2006 for work. She will be utilized on the Sault Ste. Marie to Hearst run providing power to a former Amtrak baggage car and three former Amtrak coaches. The 253 was built by ALCO in 1947 as D&RGW PB-1 600B, then renumbered 6002. In 1965 she was converted to Steam Generator Unit 253 and later to Power Car 253. Photo by Ken Lanovich.*



# A SELECTION OF PASSENGER CONSISTS

6 December 2006  
VIA #15 - "Ocean"  
at Halifax, Nova Scotia

F40PH-2 6427  
F40PH-2 6402  
Baggage 8623  
Coach 8132  
Coach 8108  
Skyline 8501  
Dining Car 8401 - *Acadian*  
Sleeper 8204 - *Chateau Cadillac*  
Sleeper 8211 - *Chateau Lasalle*  
Sleeper 8226 - *Chateau Salaberry*  
Sleeper 8223 - *Chateau Rigaud*  
Dome-Sleeper-Observation  
8711 - *Revelstoke Park*  
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9 December 2006  
VIA #1 - "Canadian"  
at Edmonton, Alberta

F40PH-2 6433  
F40PH-2 6435  
Baggage 8613  
Coach 8106  
Skyline 8507  
Sleeper 8333 - *Lorne Manor*  
Sleeper 8313 - *Cabot Manor*  
Sleeper 8329 - *Hearne Manor*  
Skyline 8500  
Dining Car 8413 - *Louise*  
Sleeper 8317 - *Cornwall Manor*  
Sleeper 8316 - *Christie Manor*  
Sleeper 8306 - *Bell Manor*  
Dome-Sleeper-Observation  
8707 - *Kokanee Park*  
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14 January 2007  
VIA #8 - "Snow Train"  
at Edmonton, Alberta

F40PH-2 6437  
Baggage 8616  
Glass Roofed Coaches  
1722, 1721, 1720

16 December 2006  
AMT Special at  
Saint-Jérôme, Québec

F59PHI 1322  
Bi-Level Coaches 2035, 2028,  
2034, 2033, 2021, 2024, 2026  
Bi-Level Cab-Coach 2001  
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19 November 2006  
VIA #1 - "Canadian"  
at Winnipeg, Manitoba

F40PH-2 6456  
F40PH-2 6433  
Baggage 8613  
Coach 8106  
Coach 8125  
Skyline 8506  
Dining Car 8413 - *Louise*  
Sleeper 8317 - *Cornwall Manor*  
Sleeper 8316 - *Christie Manor*  
Sleeper 8306 - *Bell Manor*  
Dome-Sleeper-Observation  
8707 - *Kokanee Park*  
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9 January 2007  
VIA #14 - "Ocean"  
at Moncton, New Brunswick

F40PH-2 6418  
F40PH-2 6453  
Baggage 8623  
Coach 8101  
Coach 8138  
Skyline 8501  
Dining Car 8401 - *Acadian*  
Sleeper 8209 - *Chateau Iberville*  
Sleeper 8226 - *Chateau Salaberry*  
Sleeper 8214 - *Chateau Laval*  
Sleeper 8210 - *Chateau Jolliet*  
Sleeper 8202 - *Chateau Bienville*

17 December 2006  
VIA #15 - "Ocean"  
at Halifax, Nova Scotia

F40PH-2 6409  
F40PH-2 6415  
Renaissance Baggage 7009  
Renaissance Coaches 7228,  
7232, 7200, 7215, 7231  
Renaissance Service Car 7303  
Renaissance Sleepers 7518,  
7510, 7516  
Renaissance Service Car 7316  
Renaissance Dining Car 7401  
Renaissance Service Car 7313  
Renaissance Sleepers 7508,  
7520, 7502, 7507, 7512  
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23 December 2006  
VIA #616 - "Chaleur"  
at New Richmond, Québec

F40PH-2 6429 (Telus livery)  
F40PH-2 6426  
Baggage 8619  
Coach 8112  
Coach 8139  
Coach 8103  
Coach 8140  
Skyline 8505  
Dining Car 8410 - *Frontenac*  
Sleeper 8206 - *Chateau Denonville*  
Sleeper 8220 - *Chateau Papineau*  
Sleeper 8223 - *Chateau Rigaud*  
Sleeper 8205 - *Chateau Closse*  
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23 December 2006  
VIA #45 at Ottawa, Ontario

P42DCs 909, 915  
Baggage 8621  
LRC Clubs 3465, 3455, 3461  
LRC Coaches 3337, 3371, 3356,  
3327, 3328, 3336, 3366, 3323

24 December 2006  
ONT #697 - "Northlander"  
at Gravenhurst, Ontario

GP38-2 1805  
GP38-2 1809  
Coaches 601, 600  
Snack Car 702  
Coaches 615, 612, 609  
Electric Generator Unit 204  
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25 December 2006  
VIA #57 at Dorval, Quebec

P42DC 911  
Baggage 8618  
Club Cars 4005, 4003  
Coaches 4105, 4120, 4116,  
4118, 4103, 4106, 4114  
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25 December 2006  
VIA #615 - "Ocean"  
at Halifax, Nova Scotia

F40PH-2s 6413, 6420, 6453  
Renaissance Baggage 7003  
Ren. Coaches 7223, 7225  
Ren. Club 7108  
Ren. Coach 7230  
Ren. Service Car 7314  
Ren. Coaches 7222, 7226,  
7217, 7227  
Ren. Service Car 7315  
Ren. Sleeper 7522, 7509,  
7513, 7504  
Ren. Service Car 7312  
Ren. Dining Car 7400  
Ren. Service Car 7308  
Ren. Sleepers 7500, 7525,  
7501, 7526, 7503

26 December 2006  
VIA #615 - "Ocean"  
at Truro, Nova Scotia

F40PH-2s 6415, 6407, 6425  
Baggage 8623  
Coaches 8101, 8110, 8142,  
8138, 8132, 8108, 8141, 8107  
Skyline 8501  
Sleeper 8204 - *Chateau Cadillac*  
Sleeper 8211 - *Chateau Lasalle*  
Sleeper 8222 - *Chateau Richelieu*  
Sleeper 8224 - *Chateau Roberval*  
Sleeper 8229 - *Chateau Viger*  
Dining Car 8401 - *Acadian*  
Sleeper 8209 - *Chateau Iberville*  
Sleeper 8226 - *Chateau Salaberry*  
Sleeper 8214 - *Chateau Laval*  
Sleeper 8210 - *Chateau Jolliet*  
Sleeper 8202 - *Chateau Bienville*  
Dome-Sleeper-Observation  
8711 - *Revelstoke Park*  
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9 January 2007  
VIA #2 - "Canadian"  
at Vancouver, British Columbia

F40PH-2s 6448, 6438  
Baggage 8616\*  
Glass Roofed Coaches 1720, 1721, 1722\*  
Baggage 8613  
Coach 8131  
Skyline 8507  
Sleeper 8320 - *Douglas Manor*  
Sleeper 8329 - *Hearne Manor*  
Sleeper 8314 - *Carleton Manor*  
Dining Car 8413 - *Louise*  
Sleeper 8317 - *Cornwall Manor*  
Sleeper 8316 - *Christie Manor*  
Sleeper 8306 - *Bell Manor*  
Dome-Sleeper-Observation  
8707 - *Kokanee Park*  
(\* deadhead to Edmonton for Snow Train)

(Thanks to Barry Brake, Gerry Gaugl, John Godfrey, Jason Jongen, Harm Landsman, Bill Linley, Tim Mayhew, Terry Muirhead and William Rochell)

# SAMPLES OF DIESEL UNIT CONSISTS

Dec 11 - CN southbound at Peace River, AB: CN SD40u's 6015 and 6002, CN SD40-2(W) 5310, CN SD40-2 5391 and CN SD40u 6019.  
Dec 12 - CN 357 at Ardrossan, AB: CN Dash 9-44CW 2577, CN SD50F 5450 and CN SD40-2(W) 5361.  
Dec 13 - CN eastbound at Delisle, SK: CN SD75I 5678, CN Dash 9-44CW 2543, CN Dash 8-40CM 2446 and CN SD70M-2 8006.  
Dec 13 - GEXR 432 at Toronto, ON: GEXR GP40 4019 and LLPX GP38-2 2236 (with broad gauge EF Carajas SD70Ms 730, 731 and 732 on flat cars).  
Dec 14 - QGRY eastbound grain at Trois-Rivières, QC: CP SD40-2 6043, 6050, 5903 and 6036.  
Dec 14 - CP 101 at Thunder Bay, ON: CP AC4400CWs 9539 and 8533, and CP SD90MACs 9106, 9136, 9100 and 9132, with CP AC4400CW 8627 operated remotely.  
Dec 15 - CN at Saskatoon, SK: CN Dash 9-44CW 2543 and CN SD75I 5678.  
Dec 15 - CN southbound at Peace River, AB: CN SD40-2(W) 5309, CN GP40-2(W) 9639, CN GP40-2L(W) 9581 and CN GP40-2(W) 9677.  
Dec 16 - CN 394 at Oakville, ON: KCS SD70ACe 4019 and CN Dash 9-44CW 2589.  
Dec 16 - CN 450 at North Bay, ON: CN SD75I 5629, Dash 9-44CW 2205 and CN SD70M-2 8004.

Dec 19 - NBEC 403 at Campbellton, NB: CFMG SD40 6910, NBEC C-424 4214, SFEX C-424 4202 and NBEC SD40 6901.  
Dec 19 - SOR at Jarvis, ON: SOR GP35 5005, RLK GP38 3873, SOR GP9 4205 and RLK GP40 4095.  
Dec 19 - CP westbound at Pashley, AB: CP SD40-2s 5874 and 5957, and CP AC4400CWs 9778 and 9556.  
Dec 19 - CP 221 at Thunder Bay, ON: CP ES44AC 8726, CP SD40-2s 5972 and 5942 and STLH GP9u 8205.  
Dec 21 - CP 476 at Lethbridge, AB: SOO SD60M 6062, CP SD40-2F 9018, CP SD40-2 5958 and CP SD40-2F 9001.  
Dec 22 - NS 328 at Welland, ON: UP C44-9W 9768, UP C40-8W 9457, UP SD70M 4614 and UP C40-8 9241.  
Dec 22 - CP northbound at Lake Windermere, BC: CP SD40-2s 5730, 5987 and 6075.  
Dec 22 - CP eastbound at Irvine, AB: CP SD90MAC 9153, CP SD40-2 5759, CP GP9u 8222, SOO SD60 6032, CP AC4400CW 8610 and CP SD40-2 6052.  
Dec 22 - CN 894 at Edmonton, AB: CN SD50F 5424 and CP AC4400CW 9523.  
Dec 27 - CP 242 at Woodstock, ON: DH GP38-2 7303, SOO SD60 6042, CP SD40-2s 5829 and 6021, CP ES44AC 8770 and CP SD40-2 6017.

Dec 28 - ONT 214 at Widdifield, ON: ONT SD75I 2104, ONT SD40-2 1735 and ONT SD75I 2103.  
Dec 30 - CP westbound at Saskatoon, SK: CP SD40-2s 5952, 5791, 5962 and 5757, and CP GP38-2s 3107, 3104 and 3044.  
Dec 30 - OCRR 441 at Vars, ON: NBEC RS-18u's 1859, 1819 and 1834.  
Dec 30 - CN 357 at Edmonton, AB: CN Dash 9-44CW 2676 and BCOL B39-8E 3910.  
Dec 31 - CP 375-239 at Seven Persons, AB: CP AC4400CW 9514, CP SD90MAC 9149, CP ES44ACs 8814 and 8745, and CP SD40-2 6056.  
Dec 31 - CN westbound at Maymount, SK: CN SD70I 5614 and BCOL Dash 8-40CMu 4624.  
Jan 2 - CN southbound at St. Thomas, ON: CN SD75I 5782 and CN Dash 8-40CM 2421.  
Jan 2 - QGRY eastbound grain at Trois-Rivières, QC: CP SD40-2s 5642, 5903, 6030 and 6079.  
Jan 3 - CN switcher at Clover Bar, AB: CN GMD1u 1401, CN GP9RM 7239, CN GMD1u 1409 and CN GP9RM 7061.  
Jan 4 - CP westbound grain at Crowsnest, BC: CEFX SD90MAC 104 and UP SD90MAC 8206 with UP SD90MAC 8296 mid-train.

Jan 4 - CN 598 at Edmonton, AB: CN GP38-2(W) 4777 and WC GP38-2 2002.  
Jan 5 - CN 547 South at West Vancouver, BC: BCOL Dash 8-40CMu 4626, BCOL SD40-2 762 and BCOL Dash 8-40CMu 4603.  
Jan 6 - CN 450 at North Bay, ON: CN SD70I 5615, CN Dash 9-44CW 2558, CN SD75I 5779 and CN GP40-2L(W) 9574.  
Jan 6 - CN westbound at Brighton, ON: CN Dash 8-40CM 2409, CN SD40-2 5368, CN SD40-2(W) 5260, CN GP38-2(W)s 4772 and 4768, CN GP9RM 4129 and CN GP38-2(W) 4789.  
Jan 9 - CP 424 at Galt (Cambridge), ON: SOO SD60s 6051 and 6021, and CP SD40-2s 6068, 5578, 5924, 6021, 5726 and 6045.  
Jan 10 - QGRY eastbound grain at Trois-Rivières, QC: CP SD40-2s 5939, 5687, 5763 and 5998.  
Jan 11 - CN eastbound at Brighton, ON: CN SD50F 5419, CSXT B40-8 5978 and CN SD40-2(W) 5250.  
Jan 11 - CN westbound at Drumheller, AB: CN SD75I 5788, BCOL Dash 8-40CMu 4618, CN ES44DC 2250 and CN Dash 9-44CWs 2679 and 2727.  
Jan 11 - CP eastbound at Eager, BC: CP ES44AC 8778 and CP AC4400CWs 9545, 8554 and 8532.  
Jan 14 - CN 450 at North Bay, ON: CN Dash 9-44CW 2534, and IC SD40-2 6071 (nee EMD SD40X demonstrator 434).

(Thanks to Terry Bilson, Bruce Blackadder, Roger Boisvert, Chris Boon, Keith Bowler, Doug Cameron, Corwin Doeksen, Paul Duncan, Paul Huene, James Lalande, Harm Landsman, Roman Litarchuk, Bryan Martyniuk, Ian McCord, Ed Mello, Bill Miller, Bill Rood, André St-Amant, David Stalford and Doug Thorne)

LEGEND: **AMT** = Agence métropolitaine de transport; **BCOL** = BC Rail (CN); **BNSF** = BNSF Railway Co.; **CEFX** = CIT Group; **CFMG** = Chemin de fer de la Matapedia et du Golfe; **CN** = Canadian National; **CP** = Canadian Pacific; **CSXT** = CSX Transportation; **DH** = Delaware & Hudson (CPR); **GCFX** = Connell Finance (lettered GEC-Alsthom); **GEXR** = Goderich-Exeter; **GTW** = Grand Trunk Western (CN); **HATX/HLCX** = Helm Financial Corp.; **IC** = Illinois Central (CN); **KCS** = Kansas City Southern; **LLPX** = GATX Rail Locomotive Group; **NBEC** = New Brunswick East Coast; **NS** = Norfolk Southern; **ONT** = Ontario Northland; **QGRY** = Quebec-Gatineau; **RLK** = RailLink (RailAmerica); **SFEX** = Eastern Rail Services; **SOO** = Soo Line (CPR); **SOR** = Southern Ontario (RailAmerica); **STLH** = St. Lawrence & Hudson (CPR); **UP** = Union Pacific; **VIA** = VIA Rail; **WC** = Wisconsin Central (CN). ■



# The Motive Power and Equipment Scene



## RETIRED:

- Dec 15: CN GMD1 1082; CN SW1200RS 1363, 1396; CN GMD1u 1411, 1442; CN GP9RM 4010, 4015, 4016, 4021, 4023, 4024, 4027, 4030; WC SD45u 7522, 7524.
- Dec 16: WC SD45u 7501.
- Dec 17: WC GP40 3003; WC SD45 6497; WC SD45u 7637.
- Dec 18: CN GMD1 1063, 1078; CN SW1200RS 1339, 1371, 1375, 1385; CN GP9RM 4031, 4034; CN SD40 5000; WC SD45 6529; WC SD45u 7504.
- Dec 20: WC SD45u 7495.
- Dec 21: WC SD45u 7527.
- Dec 23: WC SD45u 7638.
- Dec 24: WC SD45u 7554.
- Dec 29: WC SD45u 7507, 7515.
- Jan 13: WC SD45u 7532.

(The above includes the last A1A GMD1s and the last SD40 on the roster).

**MODIFIED:** CN Dash 9-44CWs 2523 to 2538 are having Distributed Power equipment added at CAD Railway Services in Montreal (Lachine), Quebec. The units are not being renumbered.



**CANADIAN  
PACIFIC  
RAILWAY**

**ADDED TO ROSTER:** The following CP General Electric ES44AC units were added to the roster on the date shown (all assigned to St. Paul, Minnesota):

- Dec 15: 8825, 8829, 8830.
- Dec 16: 8831, 8832.
- Dec 18: 8833, 8834, 8835, 8836.
- Dec 20: 8837, 8838.
- Dec 24: 8839.

[Order for 8760-8839 completed; 8840-8859 to arrive in May 2007].

## DECLARED SURPLUS:

- On December 7: CP GP9u 1544 (converted to CP GG20B "Green Goat" 1704 but not delivered by Railpower Technologies); and SOO GP9 4200 (converted to CP GG20B "Green Goat" 1703 in mid-2006 - returned to Railpower Technologies). [In late-December, CP 1703 was moved to BP Products North America at Cherry Point, Washington].
- On December 21: CP SD40-2 786, 5566, 5591, 5605, 5821.

**SOLD:** Declared surplus CP SD40-2 5569, 5570, 5575, 5606, 5617, 5626, 5630, 5695, 5737, 5751, 5800, 5815 and 5831 were sold in December to Progress Rail Services, waybilled to Waycross Recycling in Waycross, GA.

## RELETTERED:

- STLH SD40-2 5690 was relettered CP 5690 on December 29.
- STLH GP9u 8244 was relettered CP 8244 on December 22.

## TRANSFERRED:

- Calgary to Moose Jaw: CP Control Cab Slug 1125; CP GP38AC 3016, 3020; CP GP38-2 3022, 3023, 3029, 3033, 3035, 3040, 3041, 3046, 3050, 3053, 3061, 3063, 3066, 3074, 3075, 3079, 3104, 3118, 3125-3127, 3129, 3130, 3133, 3135; CP SD40-2 5599, 5801.
- Calgary to Winnipeg: CP SD40-2 5847.
- Calgary to Toronto: CP SD40-2 5662, 5759.
- Moose Jaw to Winnipeg: CP SD40-2 5863, 6071.
- Moose Jaw to Toronto: CP SD40-2 5730, 5761, 5764, 5765, 5773, 5788, 5789, 5811, 5826, 5827, 5829, 5841, 5843, 5864, 6075, 6079, 6601.
- Winnipeg to St. Paul: CP SD40-2 6045, 6046, 6048-6050, 6060, 6061, 6067-6069.
- Toronto to Calgary: CP GP9u 1558.
- Montreal to Toronto: CP SD40-2 5629, 5641, 5664, 5666, 5701, 5735, 5750.
- Montreal to Calgary: CP AC4400CW 9583-9632.

## STORED SERVICEABLE: (\* added since last issue)

- CP SW1200-Slug 1000.
- CP Control Cab 1153\*, 1154\*.
- CP MP15DC 1441, 1443, 1444.
- CP GP9u 1639.
- SOO GP40 2010, 2016, 2026.
- CP 4-6-4 2816.
- SOO GP40 4648.
- STLH SD40-2 5560.
- CP SD40-2 5599, 5696, 5724, 5734, 5794, 5795, 5796, 5797, 5932.
- SOO SD40-2 6617.
- CP SW1200RS 8111.

## STORED UNSERVICEABLE: (\* added since last issue)

- CP Hump Controller 1151.
- CP FP7u 1400.
- CP FP9 1401.
- CP GP9u 1592, 1637.
- CP F9B 1900\*.
- CP FP9 4106, 4107.
- SOO GP9R 4201, 4203.
- CP SD40M-2 5498.
- CP SD40-2 5584\*, 5591, 5655, 5656\*, 5753\*, 5804, 5816\*, 5834, 5963, 5969, 6057\*, 6606\*.
- SOO SD40-2 6612.
- CP SW1200RS 8113\*, 8131, 8155.
- CP SD90MAC 9122.

## 34 UNITS LEASED: CEFX AC4400CW 1026-1059.

**22 LEASED OUT:** The following CP SD40-2 units are leased to Ferromex in Mexico: 5604, 5609, 5611, 5643, 5675, 5683, 5684, 5688, 5692, 5701, 5709, 5716, 5717, 5720, 5723, 5725, 5728, 5729, 5736, 5748, 5805, 5830.



**OUT OF REVENUE SERVICE:** RDC-1 6133 and RDC-2 6215 are undergoing modifications and/or repairs at Industrial Rail Services in Moncton, NB; FP9u 6300 is occasionally utilized as a shop switcher at Vancouver; F40PH-2 6443, 6452, 6454 and 6457 are stored in Montreal.

## ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

**E&N RAILWAY COMPANY:** On January 15, RLK GP20 2099 and ENR GP38 3809 and 3870 were moved by ferry from Nanaimo, BC, to the mainland. Nos. 2099 and 3809 are destined to RailAmerica's Puget Sound & Pacific Railroad; 3870 to the Southern Railway of British Columbia for modifications.

**QUEBEC-GATINEAU RAILWAY:** Former CN GP40-2L(W) 9404 has been acquired by Quebec-Gatineau Railway (not Quebec-Cartier Railway as incorrectly printed in the December 2006 issue) and numbered QGRY 3016.

## ON THE INDUSTRIAL SCENE

**REASSIGNED:** Ontario Southland Railway M-420W 644 (nee BCOL 644) was moved to the Petro Canada refinery at Clarkson (Mississauga), Ontario, in mid-January. She joins sister 646 and former SOO GP7 383. Ontario Southland has provided switching service at the refinery since April 1994.

## ON THE PRESERVED SCENE

**RELOCATED:** The former CN wood caboose (believed to be ex-CN 77880) at McDonald's Restaurant in Terminal Park in Nanaimo, BC, has been relocated to the Alberni Valley Museum in Port Alberni, BC.

## ELECTRO-MOTIVE CANADA COMPANY - LONDON

## UNDER CONSTRUCTION AT PRESS TIME:

- The first of 16 Freight GT36CW units for SNTF Algeria (order 20028420 - to be numbered 60DR-01 to -16), was shipped on a flatcar to Pueblo, Colorado, for testing in November.
- The first of 14 Passenger GT36HCW units for SNTF Algeria (order 20038519 - to be numbered 60DSR-01 to -14), was shipped on a flatcar to Pueblo, Colorado, for testing in December.
- Several of 16 JT42CWR-T1 units for Freightliner in the United Kingdom (order 20058772, to be numbered 66582-66594, 66623-66625), were under construction.
- Three JT42CWR-M2 units for Poland (order 20058725, numbers to be determined) were shipped in November to ITS in Welland, Ontario, for completion.
- The first of 10 SD70ACe units for EDI Rail Proprietary Ltd. Australia for Broken Hill Proprietary (order 20058712 - to be numbered 4314-4323), was shipped to Pueblo, Colorado, for testing in September. She moved under reporting mark EMDX 1001, later to be numbered 4314. Construction of 4315-4323 was underway in December.
- The first six of 28 broad gauge SD70M units for Companhia Vale de Rio Doce in Brazil (order 20058767, to be numbered 728-755), were shipped to Halifax in December for overseas shipment on the "Singlegracht".

Thanks to Roger Boisvert, Ross Harrison, Irvin McIntyre, Don McQueen, Ken Perry, "NY 4" and "Engine 4466". ■



## Quebec Railway Light & Power, Montmorency Division

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*Rocky Mountaineer Vacations' GP40-2 8019 leads the northbound "Whistler Mountaineer" (CN Train 611) across the Mamquam River bridge at Squamish, BC (Mile 41.4, CN Squamish Subdivision) en route to Whistler on September 2, 2006. Trailing is the West Coast Railway Association's FP7 4069 (nee CP 4069) on lease to RMV. The train operates daily from North Vancouver to Whistler and return between May and October. Photo by Ian Smith.*

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